

1/834
Australian

OCTOBER, 1982. ISSUE 116. Vol. 10 No. 11

\$1.80*

MODEL RAILWAY

Magazine



SAR 'ELX' and 'SGX' Open Wagons

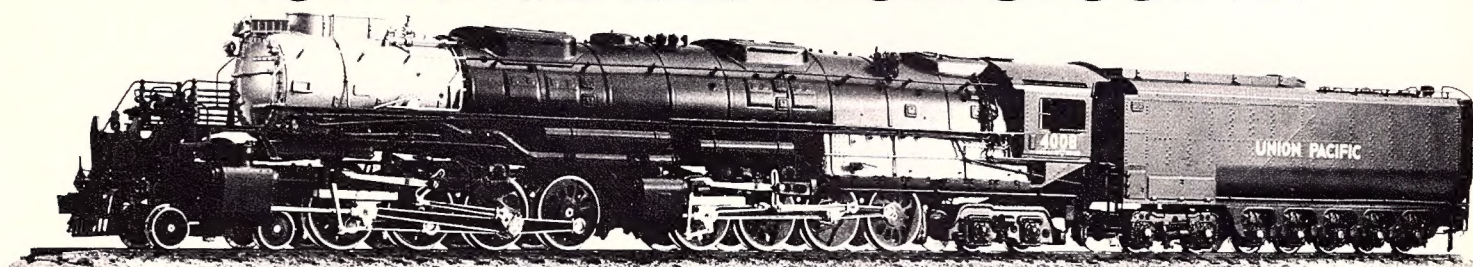
MODUS OPERANDI

The 47 Class

Registered by Australia Post Publication No. NBH0729

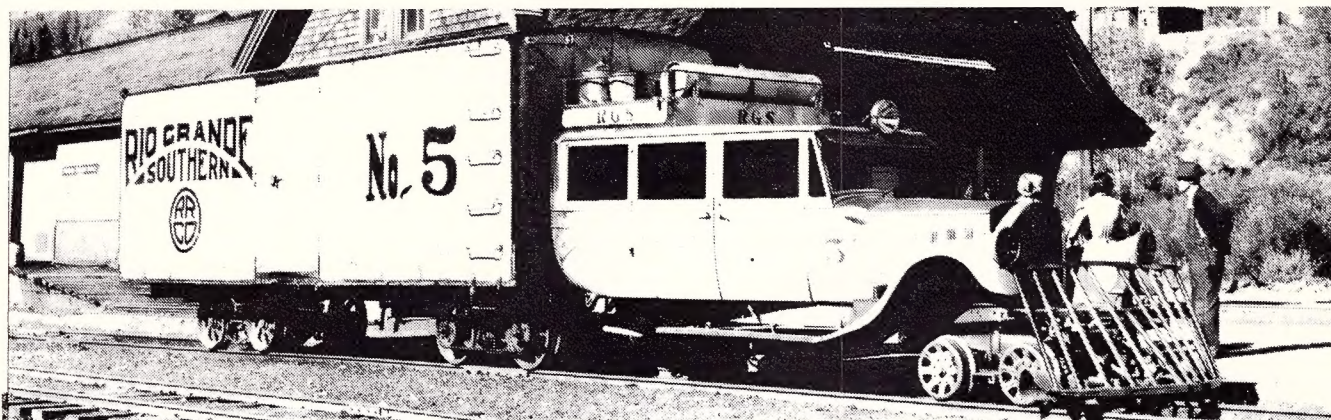
*Recommended retail price only.

NEW ARRIVALS IN HO SCALE ... — NOW AVAILABLE FROM STOCK ...



Tenshodo
"THE MARK OF QUALITY"

Union Pacific 4-8-8-4 "Big Boy" by Tenshodo. The ultimate in articulated steam power, modelled as only Japan's premier builder can do! Once again available in very limited quantity, after a lapse of many years. This new run incorporates many new Cal-Scale and PIA castings. Other features include perforated running boards, lagging clamps, cab detail and super smooth instrument motor. Painted and finished. **PRICE: \$1,358.00**



Prototype Photo

Many years have elapsed since KMT, of Japan, built the various narrow gauge 'Galloping Geese' of the Rio Grande Southern, for Balboa Models. But now comes the Pierce-Arrow No. 4 Passenger/Freight 'Goose' (view shows prototype of No. 5) in HO_{N3} gauge, for Lambert Associates. Model comes painted, supplied with the necessary lettering decals. **PRICE: \$284.00**

MASHIMA RAILWAYS MOTORS:



For some time now our range of railway traction motors has included 16 and 20mm dia. 'can' type, the outstanding performance of which has won the acclaim of the trade and hobbyist, alike.

In a recent review appearing in the British model railway press, it was reported that one of these motors was 'loaded' under test by clamping boards either side of the armature shaft and where any other motor might be expected to come to a quick halt given the same treatment, this motor merely reduced speed and soon the boards were seen to be smoking!

The extreme power of these motors results from the use of Ferrite magnets for field induction, whilst other features include skewered armature poles to smooth torque and prevent cogging at low speed.

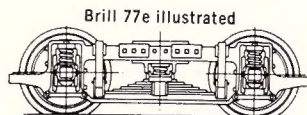
Manufactured by Mashima of Japan, who recently extended 'Dockyard' the sole Australian agency, the range is being expanded. Whilst all future supplies will come with double extended armature shafts.

Details are as follows:

TENSHODO UNDER FLOOR ('SPUD') MOTOR TRUCKS

More of these popular self contained HO Motor Trucks are now available:

- Type WB26B. 26mm wheelbase, w/10.5mm wheels \$25.00
- Type WB31. 31mm wheelbase, w/40" dia. stainless steel wheels \$27.00
- Type WB31P. 31mm wheelbase, w/10.5mm dia. wheels \$25.00



Brill 77e illustrated

NEW HO TRACTION TRUCKS

- Assembled, ready-to-run (not under floor pattern):
- Brill 21e Single Motor Truck \$35.50 ea.
- Brill 76e Motor & Trailer Truck \$38.50 pr.
- Brill 77e Motor & Trailer Truck \$38.50 pr.

RECOMMENDED RETAIL PRICE

- No. 1626 16mm dia x 26mm case length. With lead wires and mounting screws . . . \$19.35 ea.
- No. 1628 16mm dia x 28mm case length. With lead wires and mounting screws . . . \$19.35 ea.
- No. 1630 16mm dia x 30mm case length. With lead wires and mounting screws . . . \$19.35 ea.
- No. 2028 20mm dia x 28mm case length. With lead wires and mounting screws . . . \$20.50 ea.
- No. 2030 20mm dia x 30mm case length. With lead wires and mounting screws . . . \$20.50 ea.
- No. 2033 20mm dia x 33mm case length. With lead wires and mounting screws . . . \$20.50 ea.
- No. 2224 22mm dia x 24mm case length. With mounting screws and without lead wires \$20.85 ea.
- No. 2227 22mm dia x 27mm case length. With mounting screws and without lead wires \$20.85 ea.

FLAT TYPE (FOR ROAD SWITCHERS ETC.):

- No. 1824 18mm wide x 24mm case length. With mounting screws and without lead wires \$20.85 ea.
- No. 1830 18mm wide x 30mm case length. " " " " " " \$20.95 ea.
- No. 1833 18mm wide x 33mm case length. " " " " " " \$20.95 ea.

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON ST., MELBOURNE, 3000. PHONES: 663-3505 & 663-4792

Casula Hobbies

Still the shop for models of Australian Railways

PHOENIX PLAZA
MACQUARIE STREET
LIVERPOOL, N.S.W. 2170
PHONE: (02) 602 8640

MAIL ORDER DEPT.
CASULA HOBBIES
P.O. BOX 76
MOOREBANK 2170

COME IN AND BROWSE AROUND
WE'RE OPEN — MON. TO FRI. 9.00-5.30
THURSDAY 9.00-9.00
SATURDAY 9.00-12.30

HO MODELS OF AUSTRALIAN RAILWAYS

INJECTION MOULDED HO KITS

A GREAT COLLECTION OF MODELS ALL NEW! THIS ISSUE!

NEW! NEW! NEW! from CAMCO,

Setting new standards for an Australian kit, the N.S.W.G.R. open-end passenger coach model FO. This kit, mentioned in last month's AMRM NEWS has a one piece body with separate roof and many detail parts including hand rails, under floor detail, bogies, wheels, bearings and decals. A great kit, very easy to assemble . . . \$14.95. Also available in the now familiar CAMCO TWIN PAK for those whose may wish to use their own bogies. Each twin-pak contains two complete kits excluding wheels, bearing and bogies.

FO Twin Pak \$25.50

Other CAMCO kits available

N.S.W.G.R. CW 4 wheel cattle wagon.

Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers. \$6.95

N.S.W.G.R. GSV 4 wheel sheep van.

Each kit is complete with all moulded parts, wheels, bearings and decals with 12 numbers, great value at \$6.95

CW Twin-pak \$10.85

GSV Twin-pak \$10.85

Couplers for CAMCO kits

Kadee No. 5 pkt. \$3.45

'Lima' pair \$1.90

'Hornby' pair \$1.90

AR KITS

N.S.W.R. (GLV/GLX-NLGF/NLGX) \$4.80

N.S.W.R. BCH (NHDA) Coal Hopper kit \$5.95

NEW! NEW! NEW! from TRAX

MBC/MRC 38' Box Car \$7.95 still available.

S Wagon \$4.50

LCH Coal hopper \$4.95

LCH Coal hopper \$7.95

TRC Refrig. Van \$6.75

CCH Coal hopper \$5.95

RSH Rutile hopper \$5.95

RU Wheat hopper \$5.95

K Wagon \$5.50

10.5 mm spoke or disc wheels for

TRAX and Rails North kits \$0.70 per axle

Bogies and wheels available for

GLV/GLX and TRC and BCH \$2.15 pair

ACCESSORIES

NEW!

WEICO HO FX Holden kit.

White metal kit complete with interior, axles and wheels \$4.95

NEW!

S.A.R. white metal 4 wheel axle guards

DWFO wagons (4) \$1.65

N.S.W. white metal brake cylinder and

reservoir pack of 2 \$0.90

N.S.W. white metal brake cylinder and

air tank for bogie goods wagon \$0.75 ea.

N.S.W. white metal 12 inch Fletner

vents pack of 20 \$1.65

N.S.W. white metal alternator pack of 2

\$0.35

N.S.W. white metal coupler mount cover

pack of 4 \$0.40

N.S.W. white metal battery boxes pack

of 3 \$0.85

N.S.W. white metal s wagon axle box

pack of 4 \$1.50

N.S.W. MU stands (plastic) \$1.85

N.S.W. goods van buffers (brass) pack

of 20 \$2.00

Prototype 2AE bogies, metal wheels \$4.50 pair

S. Johnston 2BR bogies white metal \$1.50 pair

Blacken — It (for metal) \$1.50

Weather — It (for timber) \$1.50

(2 products new to Casula Hobbies)

A.M.R.I. Accessories all in stock.

40 HO Cork track bed

(5 lengths-pkt.) \$2.85

109 HO Single Quadrant Operating

Signal \$12.90

131 HO 2 Aspect Colour Signal \$4.95

147 HO 2 Aspect Colour Signal \$3.95

115 HO Light Tower \$6.85

108 HO Twin "Flourescent" Light \$3.45

081 HO white metal Water Column \$4.25

EPOXY AND POLYESTER KITS

NEW! NEW! NEW! from MAIN WEST MODELS

48 class N.S.W. Loco Body Kit (kit is designed to use 2 spud bogies as motive power) \$46.50

Also still available from MAIN WEST MODELS

422 class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn SD9) \$38.50

42220 Body kit of 42220, the 'different' 422 (kit includes details similar to the 422 class) \$38.50

80 class — N.S.W. Loco Body kit (kit includes special cast chassis designed to use motor and bogies from an Athearn U28C or U33C) \$38.50

Athearn chassis (as above) \$30.00

FS N.S.W. Coach kit with glass

windows \$19.95

BS N.S.W. Coach kit with glass

windows \$19.95

RBS N.S.W. Buffet Car kit with glass

windows \$19.95

BSR N.S.W. Buffet Car kit with glass

windows \$19.95

(All the above Coach kits are complete except bogies and couplers — if required add \$3.95 per kit.)

NEW! NEW! NEW! from RAILS NORTH MODELS

BPV Bogie Powder Van, less bogies

modelled on BPV25748 \$14.95

MB* 38' Bogie Box Car, Matchboard

Siding, less bogies \$14.95

MB 38' Bogie Box Car, Masonite

Sides, less bogies \$14.95

NCX Bogie Coiled Steel Carrier \$14.95

All the following kits still available from RAIL

NORTH MODELS

E 40' Bogie flat wagon, Timber deck,

less bogies \$13.95

BBP 35' Bogie Plough Van with glass

windows, less bogies \$17.50

BBW 40 ton Bogie Ballast Hopper

Wagon, less bogies \$13.95

BMF 40' Bogie flat wagon with tanks,

less bogies \$13.95

Bogies for above . . .

BBW, BMF, E, Roundhouse Archbar \$2.15 pr.

BBP Roundhouse Roller Bearing \$2.15 pr.

MLV N.S.W.R. 40' Louvre Van kit, less

bogies and wheels \$13.95

CLX N.S.W.R. Louvre Van kit, less

bogies and wheels \$13.95

OCY P.T.C. of N.S.W. 19.2 m

Container Flat wagon kit with white

metal bogies, less wheels \$13.95

KLY N.S.W. Bogie Louvre Van kit, with

white metal bogies, less wheels \$13.95

KLV N.S.W. Bogie Louvre Van kit, with

white metal bogies, less wheels \$13.95

HLV/HLX N.S.W. Bogie Louvre Van kit,

with white metal bogies, less wheels \$13.95

NEW! NEW! NEW! from M.R.C.

IHO Parcels Van (N.S.W.). Converted

for use as part of both interurban

electric train services to Gosford

and main line service on to

Newcastle. 1959/1960 vintage \$14.99

SINGLE DECK INTERURBAN SET (N.S.W.)

Set of four car kit T.B.A.

Limited quantities of the following are still

available.

N.S.W. MHO Passenger Guards Van \$13.95

N.S.W. VHO Passenger Guards Van \$13.95

N.S.W. Rebuilt TAM Sleeper \$13.95

(Add \$4.60 for white metal bogies and

Northyard wheels).

VR AE Coach \$14.99

(Add \$1.95 for Roundhouse bogies & wheels).

N.S.W. KP Mail Van Kit \$14.99

(Requires Prototype 2AF or PMH 2AD

bogies (\$2.00)

NEW! NEW! NEW! from FRIEDMONT

Double Deck Interurban (N.S.W.)

4 Car set \$45.00

2 Car set \$22.50

1955 SPUTNIK (W Set)

Single Deck Electric Suburban (N.S.W.)

4 Car set \$45.00

N.S.W. P.T.C. WH/WHX Wheat Wagon

two piece kit \$7.50

N.S.W. P.T.C. CHS Bogie Coal Hopper

two piece kit \$7.50

N.S.W. P.T.C. MHG Guards Van

one piece kit \$7.50

N.S.W. P.T.C. FHG Guards Van

one piece kit \$7.50

COMING NEW!

N.S.W. G.R. AL20 Electric Test Car used

for testing overhead wiring \$15.00

N.S.W. G.R. Suburban Electric Steel

Parcel Van \$11.50

CRAFTSMAN MODELS

NEW! BRASS ETCHED

N.S.W. G.R. Brake Handles — (pkt. 28) \$5.95

44 class detail set — for Lima, 2nd

series short cow catcher 44's \$5.95

SA 930 detail set \$5.95

Broad Gauge Bodies (BGB)

Limited quantities of earlier kits are still available

at old prices, see previous issues

Recent arrivals . . .

VIC BMX-BP Box Car incl. decals \$7.15

SA & VIC Tarpaulins — range of colours,

10 per set \$5.95

VIC & SA Overland decal set \$1.65

STILL A FEW AVAILABLE!

Brass HO N.S.W. Z13 4-4-2 Tank

Locomotive — great runner

(Sorry No Bankcard) \$250.00

N GAUGE MODELS OF AUSTRALIAN RAILWAYS

NEW!

IBERTREN C-C-diesel — now painted in

N.S.W. colours as a 44 class \$38.00

WEICO white metal body kits

N.S.W. 421 class \$13.50

N.S.W. 422 class \$13.95

N.S.W. 442 class \$13.95

N.S.W. GHG Guards Van Kit complete

with bogies but less wheels and couplers \$7.50

Kadee wheels and couplers for GHG \$4.95

Both the 422 and 442 can be powered

by: Mehanotehnika SD 45 available at \$20.50

Decals avail for the above \$1.20

Holden FX sedan pack of 3 \$2.95

Holden FX ute pack of 3 \$2.95

Injection moulded kits

FYBREN

VR ELX less bogies \$4.95

VR ELX c/with bogies \$6.85

VR VLX less bogies \$6.95

VR VLX c/with bogies \$8.95

★★★★

MAIL ORDERS

If you order by mail, we assure you, we will treat you

as a valued customer. Due to advertising lead times

sometimes we are temporarily out of stock of some

items. If we can't despatch the items you've ordered

promptly, we will back order or refund your money if

you prefer.

When ordering, write to our mail order dept., address

at the top of the page. Please do not send CASH

through the mail. Payment by Postal Note, cheque or

Bankcard — please include card number, expiry

date, authorisation and signature.

POSTAGE RATES

We regret that due to significant increases in postal

charges on parcels, we have had to review our

charges. It has become necessary to add a \$2.00

excess charge on all parcels above 500 g to

destinations outside of N.S.W.

Orders up to \$4.99 value add \$1.00

Orders \$5.00 to \$14.99 value add \$1.50

Orders \$15.00 to \$29.99 value add \$2.00

Orders \$30.00 to \$49.99 value add \$2.50

Orders \$50.00 and over add \$2.00

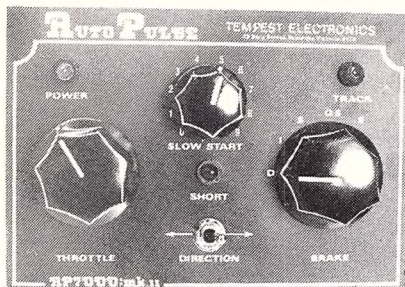
Interstate excess, please add \$2.00

Airmail, registered, please add extra —

we will refund any excess.

PROVEN, RELIABLE CONTROL

New, Improved AP7000 AUTOPULSE THROTTLE



Add a new dimension to your layout with this remarkable electronic controller. Drive your trains smoothly with speeds as slowly as 1/4" in 30 seconds using throttle only (similar to rheostat) or ... switch to "Inertia"; set the throttle and watch the train slowly build up to pre-set speed. Then bring it to a gradual stop or select from 3 other brake speeds.

● Fully protected electronic circuit.

● 2 year guarantee.

\$48.75 from dealers in your State

Problems with layout wiring?
This is a must

A safe, simple solution

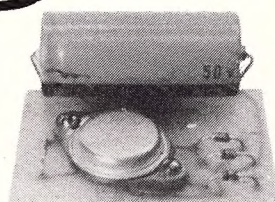
POLARITY & VOLTAGE LIGHT

The "Tempestlite" can be used to check your track wiring; find the polarity of your power pack's D.C. terminals; and find the polarity of your track to track wiring. Also check your 16 V.a.c. accessories.

Available from your retailer or direct from Tempest Electronics

\$13.30

**INSTANT
POINT
POWER!**



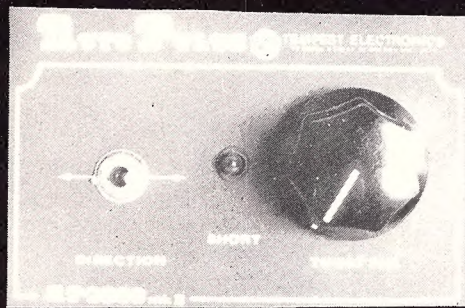
POINT MOTOR CONTROL MODULE

Fire your points instantly with reduced current drain from your power supplies and less risk of point motor coil burnout.

PROTECTED BY OUR 2 YEAR GUARANTEE

New, Mk II Design AP-3000

THE IDEAL BEGINNER'S THROTTLE



\$27.25
rec. retail price

Features:

- Pulse power for slow speeds.
- Electronic circuit protection.
- Easy to install and operate.
- 2 year guarantee.

Reliable Australian Model Railway Electronic Products

TEMPEST ELECTRONICS

33 BORG STREET,
SCORESBY, VIC., 3179

**ASTER
LIVE
STEAM
LOCOMOTIVES**



Built up or in kit form, simple assembly with no soldering or painting required. These are superb working models crafted by accomplished model engineers to 1/32 scale, gauge 1.

*BALDWIN B1 — 0-4-2T Logging locomotive with spark arresting smoke stack. Black or coloured versions.

*DB BR01 — German Pacific 4-6-2 black livery and red wheels. 'Witte' deflectors.

*BAY S2/6 — Bavarian 4-4-4 (2B2) 1907 record breaker.

*JNR C-57 — Japanese Pacific 4-6-2 black livery and smoke deflectors.

*GER, QUEST, ETAT — 0-6-0 locomotives: GER ultramarine, French QUEST is black and the ETAT green.

*JNR Mogul — 2-6-0 black. Specially converted to correct 2 cylinder operation for Australian market.

*TANK — 0-4-0 freelance locomotive in black.

*Union Pacific 'BIG BOY' — 4-8-4 Articulated and Centipede tender 1.224m (48 1/8") long. 19 kilos.

AVAILABLE EX STOCK SYDNEY
or to special order

JET FREIGHTED to SYDNEY by —

QANTAS CARGO

CUSTOMS CLEARING by
QANTAS CLEARING SERVICES
TRADE AND RETAIL ENQUIRIES
WELCOMED

Australian Racing Motors Pty Ltd.
PO Box 450, LEICHHARDT, N.S.W.
Phone (02) 819 6195



**RAILWAY SPECIALISTS
EXPERT REPAIRS**

CAN YOU OPERATE TWO TRAINS
AUTOMATICALLY ON THE SAME
TRACK, WITHOUT ANY SWITCHES
OR RELAYS???

YES
WITH **E.T.C.**
YOU CAN

E.T.C. does it electronically, leaving your hands free to operate other trains.

All you have to do, is: Link the two transformer wires to the E.T.C. unit, another two wires to insulated sections and wire your light signal. Like MAGIC, two trains operate simultaneously and the signal light changes as well.

E.T.C. is a TRAI NTASIA EXCLUSIVE for only \$14.95 plus \$1.00 P&P. (AMRI Light signal No. 147 \$4.35 extra). All units are pre-tested and supplied with full instructions.

MAIL ORDERS: P.O. BOX 86, MERMAID BEACH

2480 GOLD COAST HIGHWAY,
MERMAID BEACH, 4218 — PH.382103

EXPRESS MAIL ORDER

**OO - HO
SCALES**

STOCKS INCLUDE: RIVAROSI HO
— ROUNDHOUSE HO — PECO
HO/OO — LIMA HO & OO —

Aids to Construction include:-
ROMFORD HO/OO wheels, axles,
gears etc. — KADEE HO couplers —
SENTINEL HO locomotive & rolling
stock fittings & wheels — SUNDRIES
include small screws, nuts, hand taps,
drills, styrene sheet and many more.

**BRITISH — AMERICAN
AUSTRALIAN
PROTOTYPES**

SAE for STOCK/PRICE LISTS
(Including bargain specials)



**PJP PRODUCTIONS
SINCE 1938**

20 Daly Street,
GISBORNE, Victoria 3437
Phone (054) 28 2170

*you wouldn't search the tombs of Egypt
for model trains*



*you're much more likely to find what you
want at -624 Hawthorn Rd. East Brighton*

Train World

Phone (03) 596-6342
Postal address P.O. Box 100
North Brighton 3186

AUSTRALIAN, BRITISH & AMERICAN BOOKS - MAGAZINES - MODELS

Hours 9 a.m. to at least 5 p.m. Mon. to Sat. - Open late Fridays

BOX CAR HOBBIES

BGB ODIES
AUGE
ROAD & DECALS.

TRAX & MINI MODELS

Camco HO injection
moulded kits
including de-
tail items, wheels, bearings
and decals

M'n'J decals

mail order
laybys
trade-ins

MODEL RAILOLOGISTS
(FORMELY:- ARCADE SIGNAL BOX)
UNDER NEW MANAGEMENT

lima SPECIALS

AUSTRALIAN DIESELS
'S' - 'GM' - '42' - '44' - \$33 each
ANY AUSTRALIAN COACH \$9.00 each
WHILE STOCKS LAST!

SUPER BARGAINS

O GAUGE WESTERN RAILCRAFT TANK
CAR KITS less bogies/couplers \$15.95 ea.
HO SILVER STREAK BOXCAR and REEFER KITS
\$6.00 ea.
HO ULRICH HOPPERS \$6.00 ea.
HO ULRICH FLATCAR & LOAD \$6.00 ea.
HO 'KEYSTONE' G.E. 44 TON DIESEL KIT WITH
MOTOR \$75.00 ea.

WHILE STOCKS LAST!

ALL MAIL ORDERS ADD \$2.50 P/Post

BROAD GAUGE
MODELS

Next you will see the
Victorian Railways 4.6.0. Loco
Handcrafted by Samhongsu.

BOX CAR HOBBIES
12 VICTORIA ST.
COBURG 3058
TEL.(03) 354-8519

SECONDHAND BOUGHT, SOLD AND EXCHANGED

kibri

HEKI

PECO STREAMLINE
TRACK + POINTS
INSULFROG, ELECTROFROG, FINE SCALE

Kadee
HO
SCALE
MAGNE-MATIC COUPLERS
HO UNCOUPLERS

MECHANOTECHNIKA

Wrenn RAILWAYS

ROUNDHOUSE
Products

MAINLINE
RAILWAYS

POLA

"D3"

Athearn
IN
MINIATURE

RO CO

welcome

Are you interested in ...



— HO

— Mini-club (Z)

— Gauge I

Märklin Newsletter has the details.

Subscription includes -

new catalogue (due Nov.)

new items brochure (March)

newsletter (approx. 4 issues)

Newsletter has details of special items, new products & items of interest to Märklin enthusiasts.

Send \$7.00 annual subscription

to: Märklin Distributors

Box 1648 G.P.O.

SYDNEY 2001

Tel. (02) 48 0481

CHECK THE RANGE — THE PRICE IS RIGHT!

Peco, Roco, Bachmann, Liliput, Athearn, Wrenn, Hornby, Jouef Piko, Tyco, Life-like, Mehanotehnika, Model Power, A.H.M., Herkat, Minitrix, Lima, Sekisui, Con-cor,

Huge Range of Accessories include:

Plastruc, Heljan, Pola, Kibri, Builder-Plus (Cardboard Kits) Wiking Vehicles, Herpa Kits, Preiser People, M & J Decals, Kadec, Heki, A.M.R.I. Accessories, Arwe, L.A.R. Drills, Oryx Soldering Irons, Scope Irons, Humbrol Craft Tools, Modeltronic Micro Sound System, Merit People, Faller, Airfix, Revell,

Publications: Kalmbach Books, Carstens Books, Various Monthly.

Transformers & Equipment.

Hammant & Morgan Duette, Clipper, Flyer, Powermaster, Control unit, Rectifier unit, Commander Module, Resistance Controller S.M. 3 Point Motors etc., Mainline Transistor Controller, Tempest Autopulse Inertia Throttle, Eda Throttle Power Pack, Toy Traders, Hornby, Tyco etc.

JUST ARRIVED: Heljan Turntable Motorizing Unit.

BANKCARD ACCEPTED

TOYMAN IMPORTS HOBBY CENTRE

A DIVISION OF TOYMAN IMPORTS PTY. LTD.

76 RAILWAY STREET
YENNORA, N.S.W., 2161
(NEAR FAIRFIELD)

Phone: (02) 632 5002
(OPP YENNORA RLY STATION)



QUALITY TRACK PRODUCTS

FLEXTRACK 36" long

HO — Codes 55, 70, 83, 100

HOn3 — Codes 55, 70

HO/HOn3 Dual Gauge — Codes 55, 70

HOn2½ — Code 55

WEATHERED RAIL

Codes 55, 70, 100

SLEEPERS

HOn3 Regular and Turnout

RAIL JOINERS

Codes 55, 70, 83, 100

TRACK GAUGES

HO — Codes 55, 70, 100

HOn3 — Codes 55, 70

SMALL & MEDIUM TRACK SPIKES

Send SAE for Price List

SPECIALISING IN HO/OO SCALES

• ROUNDHOUSE • ATHEARN • MEHANO •
LIMA • RATIO • CAMCO • MODEL POWER •
SHINOHARA • LOCOMOTION • EDA ELEC-
TRONICS • PECO • TRAX

Sentinel & Prototype fittings. Romford wheels, crankpins & gearsets. Styrene sheet. K&S metal. ECM motors. AMRI accessories. Mn'J decals. Badger air brushes. PMH bogies. Kalmbach books. Merten figures.

• KADEE • FLOQUIL • POLA • HELJAN •
KIBRI • HUMBROL PAINT

OPEN UNTIL 5.00pm SATURDAYS

Trading Hours:

Tuesday to Friday 9.00am—5.30pm (until 8 Thurs)

Saturday 9.00am—5.00pm

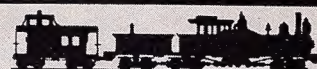
Closed Sunday & Monday



TRACK LAYING
TOOLS

As Reviewed in June 82
AMRM

ST. GEORGE HOBBIES



504 ROCKY POINT ROAD
SANS SOUCI, N.S.W. 2219
Phone (02) 529-9809

LAY-BY





DISTRIBUTED PRODUCTS

**FROM GOOD HOBBY SHOPS
EVERYWHERE**

JUST ISSUED - 2 NEW PRICE LISTS

HO/OO on white paper N Gauge on pink paper

Ask any AMC dealer for your copy now or send a 27 cent stamp to AMC and ask us to send you one or both.

There will be another list along shortly covering the other scales and gauges along with landscaping materials, trees, tools, books, magazines and raw materials.

The Federal Budget by increasing Sales Tax 2½% has thrown a spanner in the works. This raises retail prices by a bit over 2% which retailers can, at their option, add to listed prices.

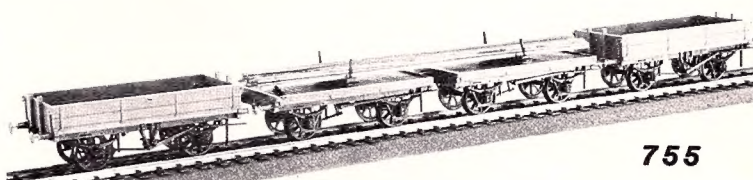
We expect to re-issue the HO/OO and the N gauge lists in 3 months time and to do a second issue of the other list for 1st January when the new Sales Tax on tools will operate.

** ** *

The DIVISIONAL BOOKLETS have not made much progress. It was intended that the six divisional lists for HO/OO or N or O etc. with the one for landscaping and the service division (books, tools, raw materials etc.) would make up a fairly well illustrated catalogue. Changing stocks and difficulty in getting a lot of supplies has caused us to hesitate in including many of the lines that we might otherwise have done.

MODEL RAILWAY NEWSLETTER will come again. It has had to be deferred pending completion of the price lists, most of which had to have new figures in them. Now with still further increases in the Sales Tax it is necessary to do them all again. We are sure that the Federal Government authorities don't really know just how much work there is associated with this when there are a great many lines involved. We thought that last year's increase would have lasted for a while.

RECENT ARRIVALS FROM RATIO



755

OO/HO Gauge New Wagon Kits now include Metal Wheels

Ref. 755 Permanent Way Wagon Set — 4 wagons with rail load. Parts provided to construct 4 wagons; includes Couplings, Wire Chain, Metal Wheels, Transfers and Rail Load.
subject to alteration.

\$ 14.50

N GAUGE

| | |
|---|--------|
| 240 Vacuum-formed Stone Sided Platform Kit .. | \$2.95 |
| 241 Vacuum-formed Stone Bridge Kit.. . . . | \$4.50 |
| 250 Signal Remote Control Kit | \$3.50 |
| 260 Home or Distant Signal Kit | \$1.65 |
| 262 Junction/Bracket Signal Kit | \$3.50 |
| 263 Ground Signal Kit | \$1.45 |

PECO ELECTROFROG POINTS IN N

| | |
|---------------------------|----------|
| Medium radius, Right hand | SL-E391X |
| Medium radius, Left hand | SL-E392X |
| Y medium radius | SL-E397X |
| Large radius, Right hand | SL-E388X |
| Large radius, Left hand | SL-E389X |
| Curved, Right hand | SL-E386X |
| Curved, Left hand | SL-E387X |

The new Peco Electrofrog points in N gauge are expected to be available at about the same time as this magazine is released. Prices will be 75 cents more than for the older Insulfrog points.

For Trade & General Enquiries:-

AUSTRALIAN MODEL CRAFT CO.

Box 118, P.O., Albury, N.S.W. 2640

Phone (060) 21 2473

BACK ISSUES

The following issues are available subject to prior sale:-

No. 1 — April/May, 1963 (Reprint)
Priced at 25c a copy, plus postage.

No. 39 — July/August, 1969
Priced at 30c a copy, plus postage.

No. 80 — September/October, 1976
Priced at 60c a copy, plus postage.

No. 83 — March/April, 1977
No. 86 — September/October, 1977
No. 87 — November/December, 1977
The above issues are priced at 70c a copy, plus postage.

No. 88 — January/February, 1978
No. 89 — March/April, 1978
No. 91 — July/August, 1978
No. 92 — September/October, 1978
No. 93 — November/December, 1978
No. 94 — January/February, 1979
No. 95 — March/April, 1979
No. 96 — May/June, 1979
No. 97 — July/August, 1979
No. 98 — September/October, 1979
No. 99 — November/December, 1979
The above issues are priced at 90c a copy, plus postage.

No. 100 — January/February, 1980
No. 101 — March/April, 1980
No. 102 — May/June, 1980
No. 103 — July/August, 1980
The above issues are priced at \$1.00 a copy, plus postage.

No. 104 — September/October, 1980
No. 105 — November/December, 1980
No. 106 — January/February, 1981
No. 107 — March/April, 1981
The above issues are priced at \$1.20 a copy, plus postage.

No. 108 — May/June, 1981
No. 109 — July/August, 1981
No. 110 — September/October, 1981
No. 111 — November/December, 1981
The above issues are priced at \$1.50 a copy, plus postage.

No. 112 — February, 1982
No. 113 — April, 1982
No. 114 — June, 1982
The above issues are priced at \$1.60 a copy plus postage.

POSTAGE

One copy Within NSW 60c Outside NSW 70c Overseas 75c.

Two copies Within NSW \$1.00 Outside NSW \$1.20 Overseas \$1.40.

Larger parcels

| Number of Copies | 3-4 | 5-9 | 10-24 | 25 & over |
|--------------------|--------|--------|--------|-----------|
| Sydney Metro | \$1.50 | \$1.50 | \$1.75 | \$2.00 |
| NSW | \$2.00 | \$2.00 | \$2.20 | \$2.40 |
| Victoria | \$2.40 | \$3.60 | \$4.50 | \$5.40 |
| SA & Tas. | \$2.40 | \$3.60 | \$4.50 | \$5.40 |
| Northern Territory | \$2.40 | \$4.40 | \$6.00 | \$7.60 |
| Queensland | \$2.40 | \$3.60 | \$4.50 | \$5.40 |
| WA | \$2.40 | \$4.40 | \$6.60 | \$7.60 |
| Overseas | \$2.80 | \$4.40 | \$7.25 | \$10.00 |

Please nominate a second choice in case of non availability of the required issue.

Please list issues required on a sheet of paper separate from any other matter, complete with printed postage instructions (i.e. Name and Address).

If including stamps as part payment, please ensure that the face value of each stamp does not exceed the standard postage rate of 27c.

Please allow at least 21 days for the delivery of goods.

Post your order to:

SCR PUBLICATIONS
PO BOX 235,
MATRAVILLE, NSW 2036

PROTOTYPE PLAN & PHOTO INDEX

An index of prototype plans and photographs that have appeared in A.M.R.M. issues 1-111 is available from S.C.M.R.A., P.O. Box 317, EPPING, 2121. Please send two 27 cent stamps to cover cost of index and return postage and envelope. Please print name clearly.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries: PO Box 317,
Epping, NSW 2121.

The Annual Membership Fee for SCMR is \$12 from March to February and the Joining Fee is \$10. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the annual fee is \$6 plus \$10 joining fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM and our newsheet Booster Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

DIVISIONAL REPRESENTATIVES:

New South Wales:

George Giraldi,
322 Elizabeth Drive,
Mt Pritchard 2170.
Ph: (02) 602 3117.

Queensland:

Max Chaseling,
10 Merlin Tce,
Kenmore 4069.

Victoria:

Paul Hemsworth,
114 Melrose St,
North Melbourne 3051

Queensland:

October 9: Meeting at Ferny Hills.
November 13: Meeting and Club Competition at Everton Park.
November 27-December 4: Brisbane Hobby Exhibition.
December 11: Christmas outing.

Victoria:

October 9: Running session at Doncaster.
October 16-17: Glen Waverley MRC exhibition.
November 13: Meeting at MMRC.

New South Wales

October 17: Family picnic BBQ at Parramatta park.
November 13: Running session at SSME Luddenham.
December 11: Meeting and running session at Narraweena.

EXHIBITION

SYDNEY — NSW October 2, 3, 4 at the Royal Agricultural Showground, Driver Ave, Moore Park. Open 10am-8.30pm (Sat), 10am-6pm (Sun), 10am-6pm (Mon). Admission \$3.00/\$1.00. Organised by the NSW Branch of the Australian Model Railway Association.

BOWRAL — NSW October 9, 10 at Bowral Primary School, Boolway St, Bowral. Open 9am-6pm (Sat), 9am-5pm (Sun), Admission \$1.00/50c. Organised by the Berrima District Model Railway Club.

GLEN WAVERLEY — Victoria October 16, 17 at Treseder Hall, Glen Waverley High School, O'Sullivan Road, Glen Waverley. Open 8.30am-9pm (Sat), (9am-5pm (Sun). Admission \$1.50/60c. Organised by the Glen Waverley Model Railway Club. Information (03) 729 7018.

GREYSTANES — NSW October 16, 17 at Greystanes Community Centre, Merrylands Rd, Greystanes. Open 10am-5pm. Admission Free. Organised by the Holroyd Council.

WAITARA — NSW November 27, 28 at Waitara Public School, Cnr Edgeworth David Ave and Myra St, Waitara. Open 9am-6pm (Sat), 10am-5pm (Sun). Admission \$1.50/50c (\$4 Family). Organised by North West N Gauge MRC.

GEELONG — Victoria January 28, 29, 30, 31, 1983, at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat, Sun), 10am-5pm (Mon). Admission \$1.50/50c (\$4 Family). Organised by the Corio Model Railway Club.

AMRM

Editor
Allan Brown

Managing Editor
Bob Gallagher

Photographer Graham Ball
Illustrator Ian Thorpe
Commercial Liaison Officer Graham Ahern
Distribution Trevor Moore
Back Issues John Casey
Subscriptions Ted Cole
Layout Bob Gallagher, John Casey

Regular Contributors

Editorial Assistant (NSW) Paul Rogers,
Bradley Hinton, Stuart Liversey
Editorial Assistant (Vic) Phil Jeffery,
Ian Weickhardt, Peter Gibbs
Editorial Assistant (Tas) Michael Dix
Editorial Assistant (SA) Phil Curnow
Editorial Assistant (Qld) Max Chaseling
Editorial Assistant (ANR) Hugh Williams
Special Project Writers Phil Collins,
Philip Dunn, Ross Hurley, Peter Vincent,
Peter Eisenhut, Bob Merchant
Draughtsmen Roger Johnson,
Dave Taylor, Ray Love, Bob Yule,
Adrian Compton, Howard Armstrong,
Tony Parnell, Graeme Brown, Sam Hyde,
Steve McElroy, Roger Porter, Peter Mustart
Cartoonist Dick Stein

OCTOBER, 1982
Issue 116, Vol. 10 No. 11
AT ISSN 0045-009X

The official Journal of the SCMR (Southern Cross Model Railway Association) in Australia.

Published bi-monthly by SCR Publications of PO Box 235, MATRAVILLE, N.S.W. 2036 for the Southern Cross Model Railway Association. All rights reserved and all editorial matter copyright.

Registered for posting as a publication — Category B. Printed by Publicity Press N.S.W., 66 O'Riordan Street, Alexandria, N.S.W. 2015. All compilation, editorial and distribution work is carried out by voluntary labour on a non profit basis.

DISTRIBUTION: Subscriptions, SCMR and SMRS members; hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch (A'Asia) Ltd.

ADVERTISING: Details available from SCR Publications, PO Box 235, Matraville, NSW 2036. Phone (02) 661-4046 (evenings only).

CONTRIBUTIONS in the form of articles, photographs, club notes, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs between stout cardboard before posting. Indicate whether photographs are to be returned, and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by mail); \$12.00 per year (6 issues); overseas \$14.40 per year. A limit of one year. All monies payable to SCR Publications at Matraville, NSW. Subscription starts with the first issue after receipt of money.

ADVERTISING DEADLINES: For all copy is as follows:-

December 1982 issue 13.10.82
February 1983 issue 9.12.82
April 1983 issue 18.2.83
June 1983 issue 15.4.83
August 1983 issue 17.6.83

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, not do we necessarily subscribe to the views expressed or implied by contributors. Neither is any guarantee implied or expressed as to the good conduct or practise of advertisers herein. This publication reserves at all times, the right to refuse acceptance to any matter considered unsatisfactory for publication.

The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

Australian Model Railway Magazine

COMMENT

What do you do when you find yourself losing interest in the hobby? Not to the point where you consider selling up, but just losing interest generally: when no visit to an exhibition, magazine reading or starting a new model can give you the necessary adrenalin to revitalise interest.

Most just go off on a tangent: watch TV for a while, read a number of books, take up chess, become involved in video games; the list of diversion is numerous. Generally a break from the hobby revitalises the interest and recharges the batteries of the modeller to drive him on to bigger and better things.

There are however a number of modellers in Australia who do not have the privilege to 'shut off' for a while, for the period of non-productivity would harm the activity in which they are involved. These are of course the club and association secretaries and organisers, exhibition managers, newsletter editors and even national magazine editors. When or if any of these modellers take a break there is a noticeable cessation in the activities in which they are involved.

Do they acquire sympathy or any consideration for their plight?

Generally all they receive is criticism for being irresponsible.

How can we overcome this ever present problem? No doubt there would be many suggestions if ever the subject was debated, but the one that comes to mind is for more people to become involved so that the 'key' people can take a break for a while, say a year or so, to allow them to recharge their batteries for the future. Another would be for all organisations to become better organised by long range planning instead of burning the midnight oil to a point where the key personnel become burnt out.

This problem will be with us until the day we can afford (if ever) to pay our organisers a real wage, but until then we must retain our voluntary unpaid organisers.

What do you aim to do about it?

Bob Gallagher.

CAN YOU HELP?

For the preparation of future articles, we need information on the following classes of NSW freight rolling stock and would be pleased to hear from any reader possessing relevant data:

● GHG/NVGA Vans — logos and codes currently carried by cars 30901.03.10.13.15.18.19.21.24.27.30.33.35.37.40.42.43.45.48.50.52.59.61.62.63.65.66.72.74.79.81.84.85.86.88.90.92.93.94.97.3100.02.04.05.07.08.10.12.13.18.19.21.28.29.33.34.35.36.43.44.47.50.53.54.57.67.69.77.79.81.82.

● NRY /NRNY Refrigerator Cars — logos and codes currently carried by cars 22701, 22703, 22709, 22712, 22718, 22720, 22722, 22730. Information concerning these topics should be addressed to the project co-ordinator, Mr P. Rogers, PO Box 235, Matraville, NSW 2036.

CONTENTS

MODUS OPERANDI — Part 4

NSWGR 'B' CLASS OPEN WAGONS — 23100-23211

THE GREY ELX

ELX and SGX KITBASH

THE GAZETTE BUILDING

INDUSTRIES THAT AREN'T

NSWR MISCELLANY — 1

NON-ISO CONTAINERS: WRIDGWAY "HOMEPACK"

MAIL BAG

Building Branch Line Diesels... 47 CLASS

SRA of NSW 47 Class Diesel Electric Locomotive

BRIDGE AT RYLSTONE

REVIEWS

AMRM NEWS

David Leaman 13

Paul Rogers 17

Phil Curnow 18

Phil Curnow 21

Dave Moyes 23

Roger Johnson 24

Paul Rogers 24

Phil Jeffery 26

27

Stephen Ottaway 28

Phil Collins and Roger Johnson 30

P. B. Grant 38

40

46

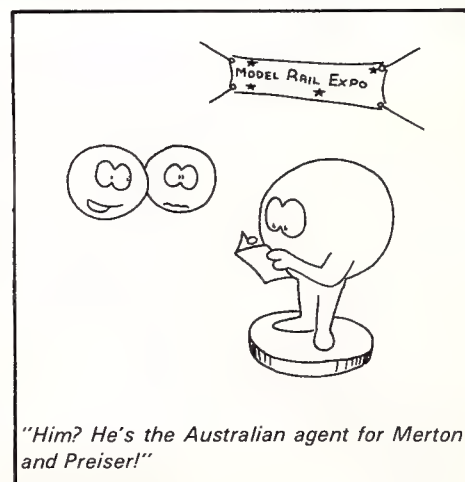


The above photo gives AMRM readers an advance glance of Bentmore, a superb 'O' scale layout built and operated by Harry Bender. Regular AMRM readers will be seeing a lot more of Bentmore in the future.

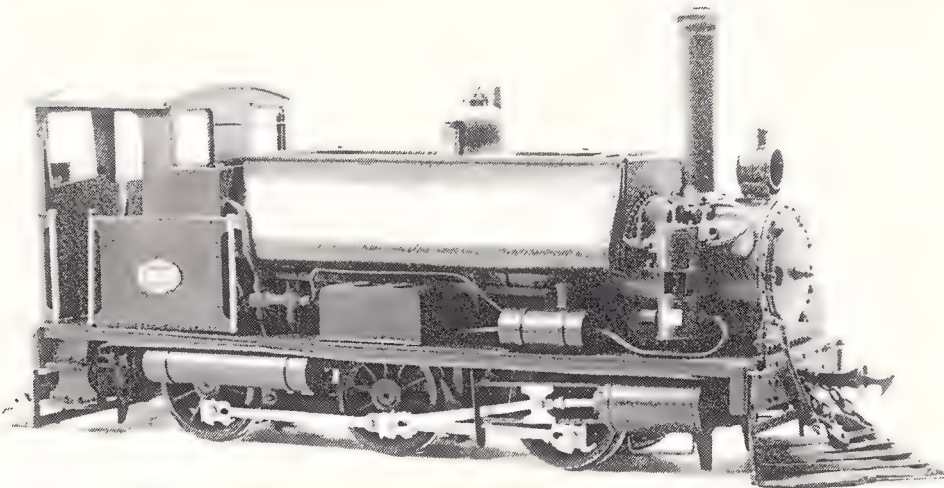
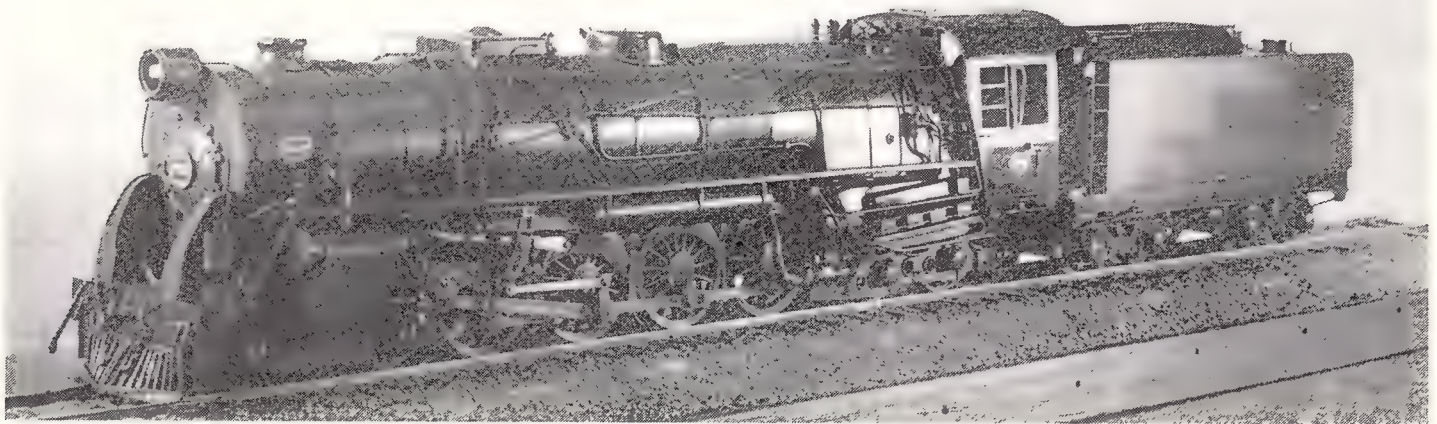
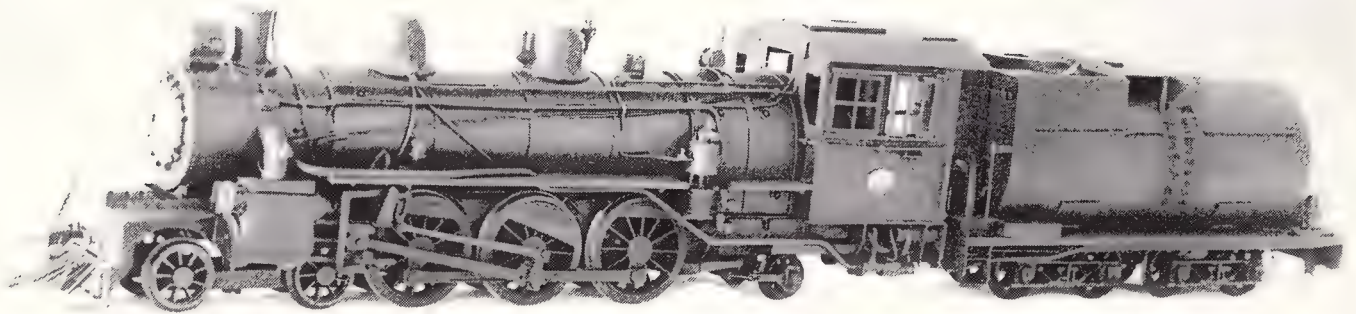
This photo illustrates some of Harry's fine 1/4" scale models, which includes the GY open wagon, the (SAR style) coaling tower, V.R. 'X42' and the ELX gondola. The water crane is the work of Ford Nique.

The ELX won first prize at the 1981 Victorian Model Railway Society competition. Harry Bender took the photo on Kodak Tri-X 400 ASA film.

ON THE COVER: 47's feature in this issue of AMRM and the cover photo, supplied by Bruce Mead illustrates (train No.) 7U23 coal from Gulgong, treading carefully over the old bridge at Neilrex. Idling up front is 4715, 4841 and 4906. (17. 4. 81)



"Him? He's the Australian agent for Merton and Preiser!"



All photographs by Paul Berntsen.



PAGE TWELVE this issue displays some models built by Paul Berntsen, a New Zealand resident. In some instances Paul has built the locomotives from kits, after having made the patterns from which the castings were made. Paul models in 9mm scale (naturally New Zealand prototype), but also dabbles in other scales.

For the record, Paul (under the name of Scalecraft) has been responsible for the patternwork of the Berg's Hobbies line of white metal locomotive and rolling stock kits. Under the name of The Model Co, Paul has also been involved with some ready to run models released recently in Australia.

Top: Sn3½ scale model of AB617. The AB class was the principal mixed traffic locomotive of the New Zealand Railways.

Above: The epitome of NZR locomotive development is illustrated here with this 9mm scale (32mm gauge) model of KA933. The KAs were the mainstay of mainline passenger and freight workings in the North Island until the advent of diesels.

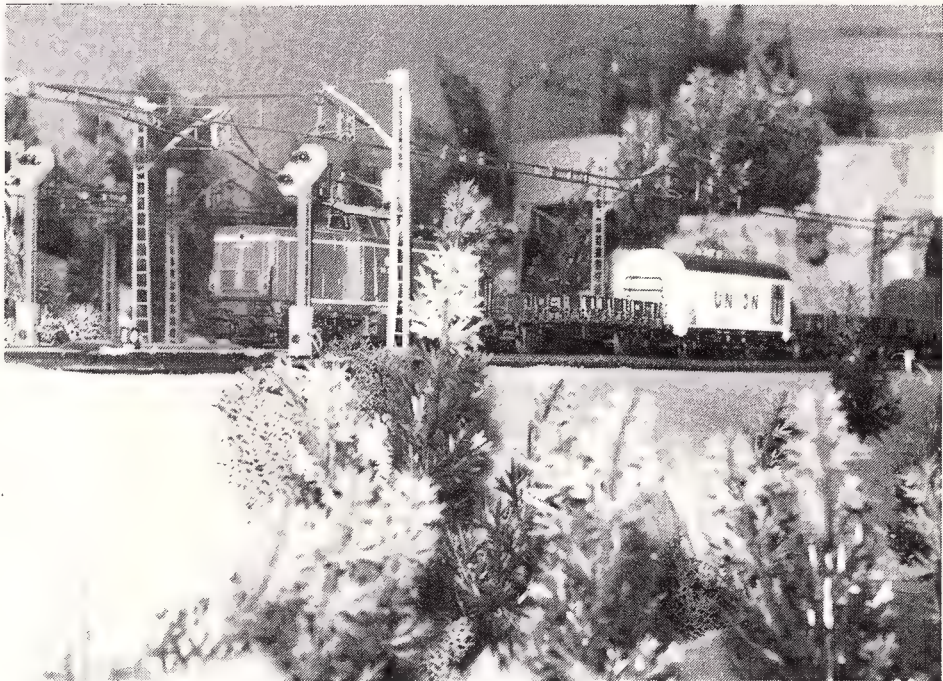
Left: Built from a white metal based kit, which included some etched brass components and some lost wax castings, this 9mm scale model of the NZR 'F' class illustrates the quality of Paul's craftsmanship. Paul built the patterns for the kit.

Below Left: Sn3½ modelling (3/16" scale) is the standard scale for New Zealand modelling and these two models were built from kits for which Paul Berntsen made the patterns. The 'Dg' class diesel locomotives date from 1956 and some were recently given modified cabs in NZR workshops. The model on the left illustrates the Dg class as built (the model being built from a 'Railmaster' kit on an Athearn chassis) and the model on the right the Dg class as modified (the model being a modified 'Railmaster' Dg class kit).

MODUS OPERANDI

IV. The Lakeland Railway: In action by David Leaman

This series of articles was designed to present operational ideas, suggestions on application and to show that operation of a model railway is an interesting, fulfilling and challenging assignment. It was also intended as encouragement for any reader who has never tried this aspect of the hobby. Previous parts introduced operational concepts and what is required for a timetable to work. But how to use it, and how does the operator stay sane? My solution to these problems is explained by running through a portion of the current timetable from the viewpoint of the thoughts of the operator and the time usage chart that is so fundamental even during its construction. The complete timetable appears at the end of this article with notes covering the scheduled composition and daily variations. It is shown graphically to provide a truer sense of activity.



0354: Timetable E1: G135, normally a container contract service from Portlea to Lakeview heavily augmented on this occasion with vehicles for transfer at Lakeview to G137, G141 and G145. A slow trip for the cl. 212 diesel on this morning.

Timetable E1

Timetable E1 is proven and the product of evolution, minor variation, experience and hard lessons. It provides a normal traffic density which is, for the layout and its operator, just comfortably below the threshold of management. On difficult days, Wednesdays and winter Saturdays, especially when the worst incidents arise the density approaches the threshold for short periods. If no major accidents occur all remains possible without ulcers — providing the operator is practised and organised — but it is a challenge. That was my desire; challenge and heavy traffic.

Like its predecessors, E1 is based on the following requirements: goods traffic to be 60:40 night:day; passenger traffic to peak mid morning and late afternoon; time for loco fuelling; traffic and composition variations by day and season; ability to fit duplicates, service trains, incidents, up to two extra goods; traffic to peak during day-time. The latter condition is necessary since the railway is run in darkness for an appropriate proportion of each cycle, with four seasonal variations, and it is not good practice to emplace greatest stress under such conditions.

Railway Constraints

The following description is keyed to a three-part presentation of the timetable; tabulation, line or control demands and operator guide list. These are based on the known physical restrictions of the railway. Consider these first.

The stock summary is shown in Table IV-3. It can be read in association with the timetable and roster and indicates what is available to management. Control and power circuits are specified in Figure IV-1. The important Montvale region carries only a single circuit and this enforces a consecutive usage. This avoids multiple functions in the region of poorest operator visibility and many automatic routings (especially involving Montvale). Each circuit carries sufficient power to run two trains (not independently) with full train lighting, which is necessary to cover short term crossing situations at junctions and extreme line loadings.

Each power circuit is subdivided and on the main lines there are automatic blocks. There are only eleven main switches for routings and only a few more for manual isolating sections, largely for platform ends. Most routes, platforms, loops and yards contain automatic isolations tied to points-signals with relays, often using the passage of trains to complete routes once initiated, protect other traffic and close routes. Track set relays are used. Example:

| | | RAILWAY TIME | | | | | |
|--------------------------------|----|------------------------|--------|------|--------|-----------|--------|
| | | 345 | 415 | 445 | 515 | 545 | 615 |
| 1 MONTVALE REGION | | | | | | | |
| MOUNTVIEW | Mv | | D204 ① | G139 | | | |
| MONTVALE | Me | | | G139 | G140 | G137 (G) | |
| WHITE FALLS | Wf | | D204 ① | G139 | G140 | G137 ② | |
| MAIN LINES | | | | | | | |
| 2 UP TRACK | | G135 | | | D208 | D209 G137 | D204 |
| LAKESIDE | Ls | | | | D204 | | |
| 3 UP CATENARY | | | D204 | D204 | G140 | | |
| 4 DOWN TRACK | | G135 | | G137 | D208 | D209 | D204 |
| LAKESIDE | | | | | | | D209 |
| 5 DOWN CATENARY | | | | | | | D209 |
| 6 PORTLEA REGION | | G135 | | | D204 ② | D209 | G140 |
| PL | | | | | D208 ① | | D204 |
| LAKEVIEW REGION | | | | | | | |
| 7 TRACK | | G135 | | G137 | D208 ① | D209 ② | D204 ② |
| 8 CATENARY | | | | | | | D209 ② |
| OPERATOR ACTION | | --- -- -- -- - - - - - | | | | | |
| CIRCUIT USE AND LINE OCCUPANCY | | | | | | | |
| TIMETABLE E1 | | | | | | | |

Switch 1 opens the route from the up line to the Lakeview branch. At the same time the junction block is set on the down line. When the train clears the junction it frees the block on the down line, resets the junction and re-opens the up line for any train behind. In emergencies the automatic resets can be overridden.

The eight controllers are rarely used to provide more than six simultaneous motions — I could not cope. But they may be set. For example, four are needed to transfer a train from Portlea to Lakeview although those covering the main lines may already be in use. All that is needed is to match levels or adjust them as trains are halted by junction protections.

The Day Begins

The 'day' of the Lakeland Railway really begins between 3 and 4 in the morning. During this period the overnight goods traffic is terminating and all transfers are complete ready for the mid-morning trains. From this low point services build to a low peak between 8 and 9 a.m. and then to a major peak between 11.45 and 13.30 hours.

The latter peak is created by the combination of goods and passenger services. I have chosen to complete this article and explain how the Lakeland Railway works by starting with this nadir and then analysing the increasing demands on lines or operator as the traffic grows. This will allow the reader to more readily grasp control demands and circuit usage, since these become very complicated later in the day. The description covers about three hours of the timetable.

Tabulation

Table IV-1 presents the portion of the timetable to be discussed in the conventional manner. It includes all services. A graphical version (lacking times for clarity) is shown in Figure IV-2. Note that station intervals as shown in Figure IV-2 are neither in scale nor proportion and line slopes (speeds) are not comparable between route sections. It was drawn in this way for clarity.

Tabulations like Table IV-1 are fine for the travelling public or the merchant awaiting a crate but they cannot be used to run a railway. There are many shades to a railway operation and each will need its own breakdown of necessary actions, advice and duties. Thus there will be derived guide sheets for everyone from dispatcher down. The only common data will be that presented in the public tabulation.

Any one person, or team of people, desiring to run a railway must simulate these sets of instructions and either share them around or integrate them.

Operator Guide

On the Lakeland Railway, with one operator, the guide sheets for dispatchers, drivers, box men etc. are integrated into one and the relevant portion is shown in Table IV-2. The left side looks like a spread-out version of Table IV-1 but is arranged in time sequential rather than train sequential order. A closer inspection will reveal extra timings. These are activity points and usually relate to section changes. They also act as a guide to punctuality and any prototypical driver would have these, along with the speeds allowed between, mapped out. Thus at 5.24 there is a reference "D204" to P1. This train, if on time, will pass from the main line to the Portlea branch at 5.24 and clearly this will require some operator action. Trains on the main lines run free at fixed settings but this is not generally the case on the branches, and certainly not the case at section changes. This note therefore acts as an alert and warns the operator to watch out for this train. If the line is not crowded he could switch the junction well in advance and then later drive the

train through it. If the train is late or the line crowded then more precision will be required. Good visibility is important since decisions can be well made if only a quick glance is needed to take in the situation. Treatment of lateness was discussed in Part III.

Some of the notes indicate routes chosen or platforms used. Such reminders can be particularly useful when the schedule becomes complex or where attention alternates around the layout. Initial versions of an operator guide will be far more expansive than the one shown here and will include switch numbers, power settings, compositions. With experience, or increasing complexity of operation, this will reduce to the simplest statement of essentials. Thus I abbreviate compositions and only specify major variants and list few switch numbers. One is especially critical since it is not automatically reset, and easily forgotten. Speed guide numbers are not now inserted since a range of locomotives can be used on several

trains. My solution is to use a special chart showing power settings by loco, line section and train number. With practice, these settings or the run of the trains become second nature. If loco power is totally dislocated by some disaster then reference will be made to the basic loco timing data in the operating manual.

The right side of the table provides the essential systematic and advance prompts. These are needed to ensure that everything gets done, in order, and in time. Platform clearances may be vital and can be forgotten. Similar comments apply to fuelling times, train formations or loco classes to be used. Thus D209 leaving Lakeview at 6.00 can have either cl 110, 111 or 120 electrics. One will be available. Any consist variations can be noted here and thus the role of the yard master is incorporated. The guide is a flexible document which will be tailored to experience, layout knowledge, operation and schedule. But it must be clear, simple and easily read.

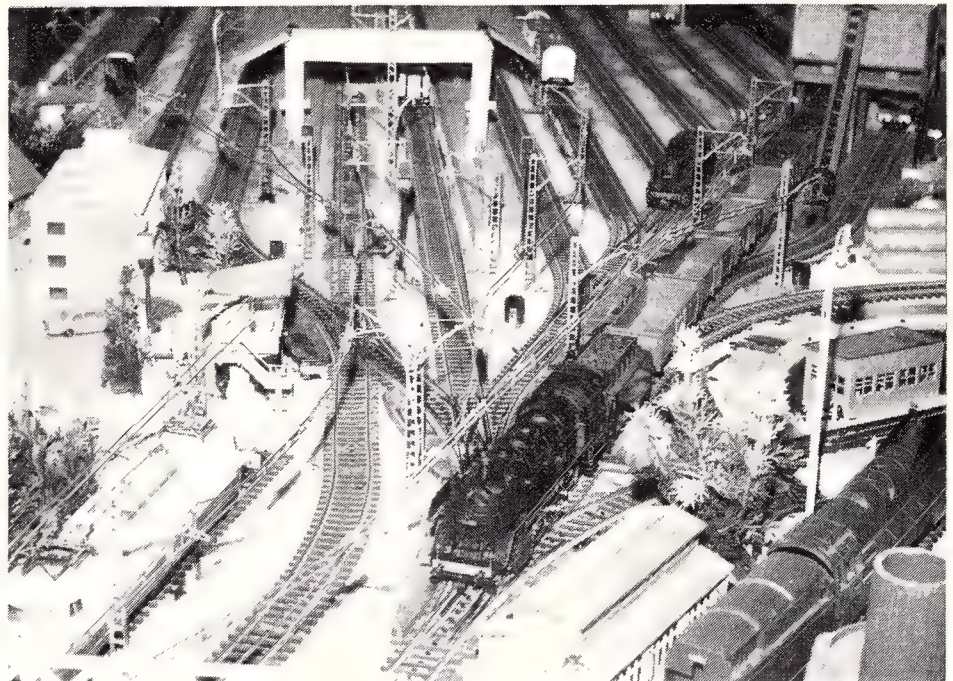
TABLE IV-1: TIMETABLE

Portlea/Lakeview — Lakeside/White Falls — Montvale/Mountview

| | | G135 | G137 | G139 | D209 | D204 | | |
|-------------|-----|------|------|------|------|------|-----|-----|
| | | | | | 1 | 2 | | |
| Portlea | dep | | 350 | | .. | .. | 540 | 610 |
| Lakeview | arr | | 402 | | .. | .. | 547 | 617 |
| | dep | | .. | 435 | .. | .. | 600 | .. |
| Lakeside | arr | | .. | .. | .. | .. | 611 | .. |
| | dep | | .. | .. | .. | .. | 614 | .. |
| White Falls | arr | | .. | 557 | .. | .. | 653 | .. |
| | dep | | .. | .. | 447 | .. | 656 | .. |
| Montvale | arr | | .. | 600 | .. | .. | 658 | .. |
| Mountview | arr | | .. | .. | 457 | .. | .. | .. |

Mountview/Montvale — White Falls/Lakeside — Lakeview/Portlea

| | | D204 | G139 | D208 | G140 | | | |
|-------------|-----|------|------|------|------|--------|--------|----|
| | | 2 | | 1 | | | | |
| Mountview | dep | | 412 | | .. | .. | .. | .. |
| Montvale | dep | | .. | 442 | .. | .. | 530 | .. |
| White Falls | arr | | 416 | 447 | .. | .. | .. | .. |
| | dep | | 430 | .. | .. | .. | .. | .. |
| Lakeside | arr | | 508 | .. | .. | .. | .. | .. |
| | dep | | 518 | .. | .. | .. | .. | .. |
| Lakeview | arr | | .. | .. | .. | .. | .. | .. |
| | dep | | .. | .. | 510 | .. | .. | .. |
| Portlea | arr | | 528 | .. | 517 | 626(c) | 646(a) | .. |



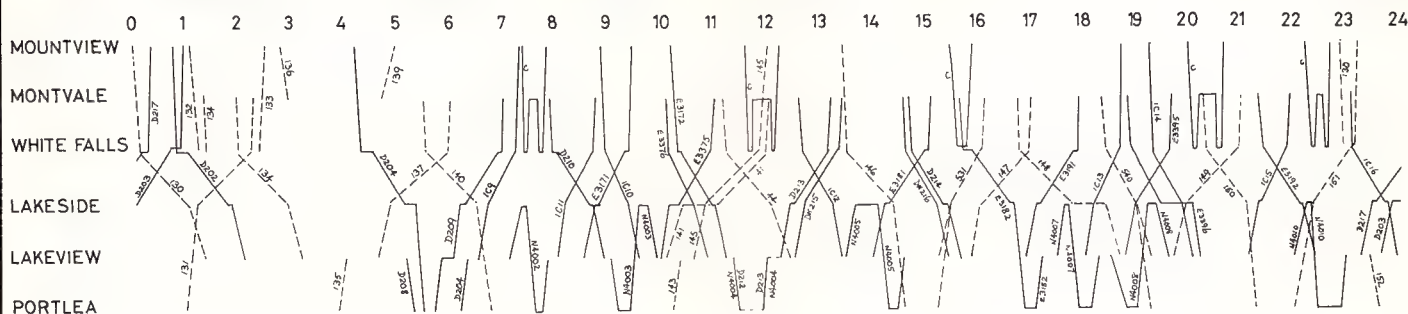
0422: E1: G137, fully formed, pulling out to the loop line ready for departure from Lakeview at 0435. The train is augmented and so a cl. 44 2-10-0 has the train.

THE LAKELAND RAILWAY

TIMETABLE E1

TRAFFIC PLAN

- EFFECTIVE APR 1 1980



My guide is spread through a wire-bound notebook with all scheduled variations included. Where variations occur, the varied schedules for the day(s) appear on separate pages to avoid confusion. The guide is placed at a comfortable height on a small stand above the control panel adjacent to the digital clock. I can look over the clock-guide directly at the body of the layout and this minimises eye movements.

Effective use of any guide requires the operator to look ahead to the next entry, or at least be aware of what it entails. Anticipation and preparation are better than last second panics.

Circuit and Line Use

The railway can be operated as soon as a 'pencil' test of the timetable has been made and an adequate guide (prompt list) sheet prepared. The circuit and line use chart is much more basic and forms no part in the actual running of the railway. We need to examine it to see the relationship between the timetable and the guide (Tables IV-1 and 2). It is also the keystone of timetable assembly which allows an assessment of operator demands.

Figure IV-1 indicates the physical demands for the timetable portion shown in Tables IV-1 and 2. It lists the eight power circuits and the branch or line segments on the left hand side. Lines or points on the right hand side show line usage by the various trains.

Consider D204. First, there is a segment on the Mountview branch, then a broken line at White Falls — where it is stationary but occupying platform 1 on the through line. It next appears on circuit 3 (up line catenary) with a diversion to the up platform at Lakeside. After leaving the up platform loop at Lakeside it returns to the up line and then appears in the Portlea region. At this point the electric loco is uncoupled and a diesel takes over the train. Thus at 6.10 D204 re-appears on circuit 6 (Portlea), as a dot on 4, then 2 as it crosses the main lines and finally on 7 as it climbs to Lakeview.

D204 nowhere doubles up with another train in respect of line share or circuit share. But D209 did while making the same Portlea to Lakeview passage only twenty minutes earlier. Note circuit 4 where D209 is superimposed briefly on G137.

Such observations are crucial since speed mismatches are possible. Blocks can protect either train but in this situation I override the automatics to give priority to D209. It may happen that G137 is halted before D209 needs circuit 4 and in that case settings for circuits 6, 4, 2 and 7 can all be matched to yield the allowed junction speed (80 kph). If G137 is clear of the junction and still running some adjustment will be necessary. If the setting applied to 4 would suit one train and not another it is not accepted. Rather the setting chosen is the highest common denominator which keeps G137 under 80 kph and D209 also under

TABLE IV-2: OPERATOR GUIDE SHEET

| | | |
|-------|---------------|---|
| 4.12 | D204 dep Mv | loco cl. 50 (G141) to coaler |
| 4.16 | D204 arr Wf | loco cl. 216 (D208) Lv 1 |
| 4.30 | D204 dep Wf | clear G135 |
| 4.35 | G137 dep Lv | |
| 4.42 | G139 dep Me | G139 departure if only 3 wags. |
| 4.47 | G139 arr Wf | add 20 mins per extra wagon |
| 4.57 | G139 arr Mv | |
| 5.08 | D204 arr Ls | check PI 1, PI 2 clear |
| 5.10 | D208 dep Lv | |
| 5.17 | D208 arr PI 1 | check Lv 4 clear |
| 5.18 | D204 dep Ls | Form: G141 in Lv standby |
| 5.24 | D204 to P1 | Finalise G145 in Lv standby |
| 5.27 | D204 arr PI 2 | Ae6/6, 194, 140 |
| 5.30 | G140 dep Me | loco cl. 216 to D209 PI 1 |
| | | check Lv 2 clear |
| 5.40 | D209 dep PI | loco to D209 Lv (cl. 110/111/120) |
| 5.47 | D209 arr Lv 2 | |
| 5.57 | G137 to Wf | |
| 6.00 | G137 arr Me | clear loco Lv 2 immediately |
| 6.00 | D209 dep Lv | loco cl. 216 to D204 PI 2 |
| 6.10 | D204 dep PI | |
| 6.11 | D209 arr Ls | |
| 6.14 | D209 dep Ls | clear loco PI 2 to standby |
| 6.17 | D204 arr Lv 2 | loco cl. 216 to N4002/3 Lv 3 |
| 6.23* | G150 to PI | |
| 6.26* | G140 arr PI 1 | *timing if speed rating 120 ready car carriers for IC II (winter weekdays) clear D204, Lv 2 |



0350: E1: A cl. 141 electric runs round its train, the Mail (D203/204), at Mountview to prepare for departure at 0412. This type of manoeuvre is possible only at Mountview.

80 kph. This might mean a considerable slowing for one train since loco performances vary greatly. If it happens to be the crossing train which is affected then the settings of 6, 2 and 7 have to match the revised speed. These are short term compromises requiring operator attention.

Spreading train movements out in this way soon reveals overlap problems, the power distribution required (in terms of circuits and locos), train separations and sorts out crossing situations. But the derivative bottom line is even more important.

Operator Action

The line "operator action" totals the time operator attention is required by the trains marked. It is a conservative estimate. The timetable is arranged so as to space demands and allow management with one hand provided the operator is alert and scanning the layout. Actions may alternate from one end of the layout to the other as prompted by the guide in advance of train movements. Operator actions are defined as any effort by the operator to control a train; stops, starts, slowings, branch line close watches etc. If trains are off schedule some of these actions may be superimposed and then the spare hand must be used. If more than two trains require overlapped action, actions have to be shared alternately. Quite often I would slow one train and control closely, say, two others. When one is finalised the first train can be picked up again. It may be late. Such an action would be applied to a train already late so as not to propagate lateness into other services. Such matters require instant operator decisions on priority.

Superimpositions vary gap lengths and gaps indicate times when the operator can look to shunting, platform clearance, loco shifts. Thus where the guide says "clear G135" there is an action gap (or attention gap). Although the system is set up on the premise of one hand use experience will allow common use of both even when all is on time. The guide suggests jobs to be done and these can often be done on top of standard movements. The effect of this is to yield more action breaks and ease any sense of continual action. The choice belongs to the operator since the action line should be such as to allow everything with no more than one hand in continual use. Efficiency comes with practice, layout knowledge and anticipation.

Table IV-2 suggests a double action at 6.00, with one train starting and one stopping. This could be managed of course but in fact only one train is being controlled here (D209). G137 having once entered a Montvale loop is under auto control and will be brought to a steady safe stop.

A timetable is likely to be workable if the action line is conservative, based on one hand use, includes yard manipulations in the right places and is not quite continuous. Never design overlaps unless there are multiple operators. The spare hand will cover emergencies and build up spare time along the way, and spare time is needed to review goods formation lists, look over the yards for wagons, or just watch.

Timetable Construction

All timetables for the Lakeland Railway have been developed using a line/circuit use analysis. Any rough sketch with the form of Figure IV-2 can be translated easily into the form of Figure IV-1. Times of transit can be calculated from train class and route tables (Part II). Timings can then be plotted in terms of line use. Line demands can then be matched against power categories (electrics or others). If problems persist some lateral displacements may be needed until the trains or locos fit. If this fails, start all over with a new sketch. If

TABLE IV-3

NOTES ON TIMETABLE E1 – INCLUDING STOCK AND POWER ALLOCATIONS

| | | |
|------------------|-----------------------|----------------------|
| Seasons: | WINTER; Apr 1-Sept 30 | SUMMER; Oct 1-Mar 31 |
| Daylight: | AUTUMN; Mar 1-May 31 | 0630-1945 |
| | WINTER; Jun 1-Aug 31 | 0715-1800 |
| | SPRING; Sep 1-Nov 30 | 0630-1945 |
| | SUMMER; Dec 1-Feb 28 | 0515-2130 |

NOTES:

| | |
|--------------------------|---|
| G130: | May depart Mountview 2250 if with transfers for White Falls |
| G131: | Departs Portlea 0120 if train rated for 120 kph |
| G134: | Departs Montvale 0120 if shunting required at White Falls. G132/133 and G136/139 run only as required |
| G135: | May depart Portlea 0330 if carrying stock for G137 |
| G139: | Montvale departure 0442 if stock carried no more than 3 wagons. Add 20 minutes per extra wagon. Latest permissible departure 0615 |
| G140: | May arrive Portlea at 0626 if train rated for 120 kph |
| G145: | Runs 20 minutes later, Weds, Winter Sats. |
| G531/540: | Special grain/lumber services as required |
| D202: | Operates Sats, Mons only |
| D212/213: | Lakeview-Portlea return, operates Summer only |
| DK215/216: | Daily car carrier, Summer only. Runs weekends only in Winter |
| D217: | Operates Fris, Suns only |
| IC9/10: | The "Alpine Express," operates Summer only |
| IC11/12: | "South/Northwind," carries cars Winter weekdays |
| IC13/14: | The "Valkyrie." IC14 runs 4 minutes later on Winter Sats. |
| IC15/16: | The "Lakelander" |
| N4002/4005/4007 : | Weekdays only |
| N4004: | Operates Winter only |
| E3181/3182: | Specially augmented on Weds. Arrives 6 minutes later at Montvale, leaves 6 minutes earlier from Montvale |
| E3375/3376: | Operates Weds, Winter Sats. only |
| E3395/3396: | Operates Winter Sats only |
| C: | Railcar service |

LOCOMOTIVE GROUPINGS:

| Code Classes | Max Speed | Duty class | NORMAL POWER ALLOCATIONS GOODS SERVICES |
|-----------------------|---------------|-------------|--|
| Electrics: | | | |
| A 103-1, -2 | 200 | Express | G130/145/146/151 — E |
| B 110, 111, 120 | 150, 150, 160 | Express | G131/140 — D |
| C 141-1, -2, 1141 | 120 | Mixed light | G132/133/136/139 — J |
| D 151-1, -2, Ae6/6 | 120 | Heavy | G134/149 — D |
| E 140, 194 | 100, 90 | Heavy | G135 — H |
| | | | G137/144 — I |
| Diesels; Steam | | Express | G141/148 — I |
| F 220-1, -2; 03 | 140 | Mixed light | G143/152 — D |
| G 216-1, -2; - | 120 | Mixed light | G147/150 — G |
| H 212; 23, 41 | 100, 115, 90 | Freight | |
| I -; 44, 50, 86 | 80 | Yard | |
| J 260-1, -2; 81, 89 | 60, 45 | | |
| Railcar (c) 515/815 | 100 | | |

COACH STRINGS

| Code | Group | Max speed | D202/217 | F + 3 |
|--|--|-----------|------------|----------|
| | | | D203/204 | C + 7 |
| | | | D208/209 | G + 1 |
| 1* | 5 x 1st cl | 160/200 | D209/210 | B + 1 |
| 2* | 5 x 1st cl | 160/200 | D212/213 | G/C + 1 |
| 3* | 2 x 1st + 3 x 2nd cl | 160/200 | D213/214 | F + 1 |
| 4* | 5 x 2nd cl | 120/140 | Dk215/216 | A/B + 11 |
| 5 | 5 x 2nd + 1 x 1st cl | 120/140 | E3171/3172 | F + 4 |
| 6* | 3 x 2nd + Baggage | 120/140 | E3375/3376 | A/B + 5 |
| 7 | 3 x 2nd + 2 x Baggage | 120/140 | E3181/3182 | H + 6/8 |
| 8 | 3 x 2nd + 2 x Bag + 1 x rest + 1 x 1st cl | 120/140 | E3191/3192 | F + 4 |
| 9* | 4 x 1st + 2nd cl | 140/160 | E3395/3396 | F/G + 3 |
| 10 | 3 x 1st + 2nd cl | 100 | IC9/10 | A + 2 |
| 11 | 4 x car transporters | 160 | IC11/12 | B + 3 |
| | | | IC13/14 | A + 1 |
| | | | IC15/16 | B + 1 |
| *Basic strings never split. Other single coaches available for special augmentation. | | | N4002/4003 | C/G + 9 |
| | | | N4004 | C/G + 9 |
| | | | N4005 | C + 9 |
| | | | N4007/4010 | C/H + 9 |
| | | | N4008 | G/H + 9 |

platform and storage line use is allied to this treatment a timetable with its guide can be constructed from the railway hardware and operator intentions without ever moving a train. Actual use may produce some fine tuning but the standard tabulation comes last. This is the only practical way of developing schedules. I have found that it takes about four cycles of operation to obtain smooth running, anticipation and relaxed control from a new timetable.

Montvale Staffs

All three Montvale loops are concealed and automatically closed after entry. Only loop selection and release require operator action. A set of three staffs are used to indicate loop status. These are three cards which fit in panel slots and can be turned over. They are important safety features if trains are out of order or doubled as a result of incident decisions.

The Railway in Action

The reader will now be able to follow the guide and figures through and imagine what is happening. But, in conclusion, consider the action from the viewpoint of an observer. Words in this description may be translated directly into operator actions. Thus "slowing into the junction" implies an awake operator actually driving the train. Thus, to complete this series and round off the examples drawn from my own solution to the problems posed by the operation of a railway consider Lakeland on a cold, wet, wintry morning . . .

It is 4.30 and the Morning Mail (D204) is just pulling out of White Falls. A light cl. 141 electric is in charge and the train glides easily over the highway grade crossing and down the incline to join the up main line. After slowing into the junction it is soon accelerating powerfully to its scheduled main line speed of 110 kph.

Back in Lakeview train G135 has just been cleared from platform 2 and the wagons for G137 transferred. Due to the late departure of G135 from Portlea formation of G137 has also been delayed and its cl. 44 2-10-0 is only now being coupled. G137 finally gets away at 4.40, five minutes late. This time can just be made up on the way to White Falls. The timing of G137 is critical since delays of more than six minutes cannot be made up with the power normally available and can result in slowing of D209 later. The crews know this and try to get this train away a little before the scheduled time of 4.35.

G139 is cleared from Montvale (loop 2) at 4.42 and the cl. 260 0-6-0 diesel pulls out for White Falls with three vans. This diesel works Mountview and is based there. As soon as it clears Montvale junction, the staff is exchanged and it reverses onto the Mountview



0528: E1: The Mail (D204) slows into platform 2, Portlea. Waiting in platform 1, and ready to leave, is D209 (the Boat Train) with a cl. 216 diesel for the first link of its trip to Montvale. The diesel will be exchanged for an express electric at Lakeview.

branch and spiral. As it creeps up the mountain a review of the yard and formation needs of G146 reveals that two of the vans can be added directly on arrival to the waiting contract string.

By 5.00 when G139 arrives in Mountview a cl. 50 2-10-0 has been moved from its turntable bay to the coaler at Lakeview. At Portlea both platforms are clear ready for the meeting of the morning. The ferry docked nearly an hour ago and most passengers have already cleared customs. Now, at Lakeview, a cl. 216 diesel is being coupled to the string of first class coaches waiting in platform 1 (D208).

At 5.08 the mail, running fractionally late, is slowing in its approach to the up platform at Lakeside and the shunting manoeuvres have been completed at Mountview. At 5.09 the mail has stopped and the route is cleared for D208 out of Lakeview.

D208 is stopped on the bypass at 5.14 by G137 until the blocks are cleared. It then accelerates rapidly on to Portlea, arriving a little late at 5.19. As a result D204 is delayed at Lakeside (the delay maintains the arrival separation of the trains at Portlea and allows loco changes to

be made immediately). By 5.23 when Portlea junction is set to accept D204 the cl. 216 diesel has been uncoupled from D208 and another readied for coupling at the other end. The job is completed before D204 runs onto the branch at 5.26, arriving in Portlea at 5.29. The mail and boat trains are an impressive sight standing side by side.

At 5.30 the heavy grain train (G140) is cleared from Montvale. After careful progress along the White Falls bypass and down the grade to the up line, so recently vacated by D204, it is accelerated to around 105 kph by the massive cl. 151 electric while G137 continues to gallop toward White Falls on the down line at an uncharacteristic 77 kph . . .

Other articles by David Leaman in this series include:

| | |
|----------------------|-------------------|
| The Lakeland Railway | AMRM Mar/Apr 1980 |
| Freight Forwarding | AMRM Jan/Feb 1981 |
| MODUS OPERANDI | |

1. Introduction to the Operating Code
AMRM May/June 1981
2. Pillars of Operation AMRM Sept/Oct 1981
3. Factors in Timetabling AMRM June 1982

NSWGR "B" CLASS OPEN WAGONS — 23100 to 23211

by Paul Rodgers

The June 1982 *Australian Model Railway Magazine* carried a feature article on modelling the mystery wagons of the New South Wales Government Railways — those "B" series vehicles commissioned during the early part of the Second World War. These notes are intended to complement the prototype data given in that article, and by so doing shed perhaps a little extra light on the subject.

Before I proceed, may I take this opportunity to mention that details of individual wagons in the series, appropriately referenced, have been deposited with the Australian Railway Historical Society archives in both Sydney and Canberra. Hence, only basic information will be presented here, but this should be sufficient for modelling purposes.

"The 112 wagons in the group, numbered

consecutively from 23100 to 23211 inclusive, were placed on the wagon register during 1940 (cars 23100-23142), 1941 (23143-23209) and 1942 (23210 and 23211). They were listed as being equipped with side buffers, drawhooks and screw couplings (but in reality appear to have been bufferless and auto-coupled units!), tared 8 tons 4 cwt and had a nominal payload of 20 tons. They appear to have existed as one answer to the shortage of wagons in wartime conditions. Could they have been intended as replacements for rolling stock proposed for overseas service, perhaps indirectly by employment as full-time coal carriers? This would then have obviated the need for large quantities of "U" trucks to be tied up with such workings."

In passing, I might mention that Materials Supply Directorate file 595/15/14 (covering

the period 1941-1948) held in the Australian Archives covers British Army requests for Australian rolling stock to be used in Egypt. It appears that only 28 "SRC" class refrigerator cars actually made the trip overseas, but there are references on the file — together with appropriate blueprints — dealing with open wagons and louvered vans. These "A" and "LV" trucks were to be provided by the NSW Railways if required.

For traffic purposes, the "B" trucks were rated as 8 tons tare, gross mass for principal commodities being 26 tons (for large coals), 25 tons (small coals), 24 tons (bagged coke) and 22 tons (bulk coke). These traffics tend to support the theory that the wagons were primarily intended for mineral traffic.

Two wagons are of particular interest. Car

Continued on page 20.

THE GREY ELX

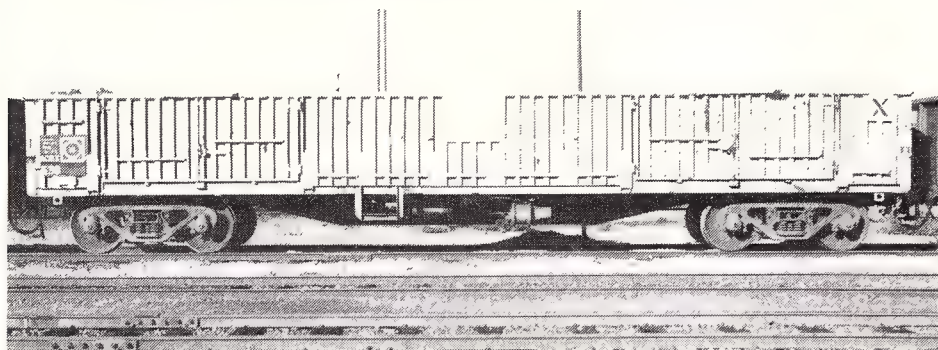
by Phil Curnow



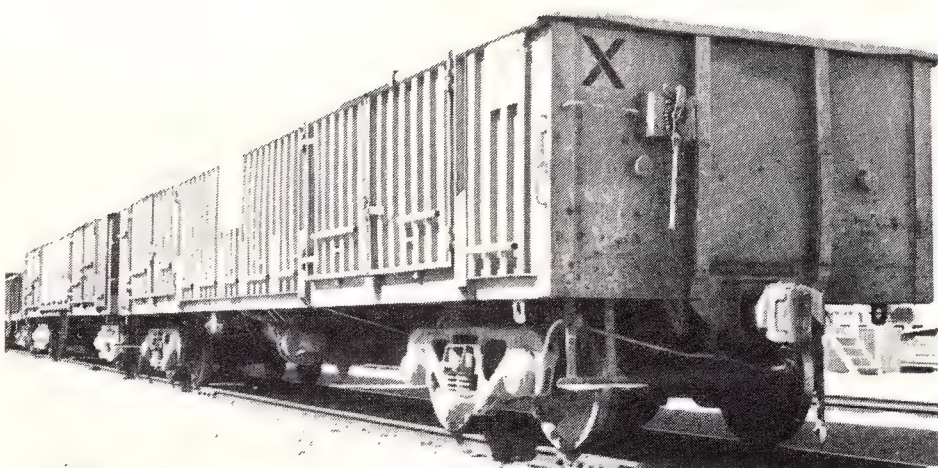
ELX 500 as issued in 1965 with the first SAR emblem in red on the grey body. Note that all lashing bars are at the same height on the doors and the right door has a shorter bar than the left. Nine short bars are sited between the ribs.



ELX 511 at Port Pirie in 1970 has the lashing bar on the second and fourth doors high and all are equal length. An angle-iron step is on the sidesill.



AOBX 538 (an ELX) in 1981. The door latch and high lashing bar are now on the third door. A small red ANR emblem is featured.



Brake end of 502 at Port Pirie in 1970. It lacks the angle-iron step.

By now most of you will have at least seen the Lima model of the Victorian Railways' ELX open wagon with its red colour scheme and large white emblem. There is a repaint of this in grey as an SAR wagon and the obvious question is . . . 'how close a model is the grey ELX?' Quite close actually, as you need add or change a few details on the sides and change from a brake wheel to a brake lever.

There are two similar classes of wagons working on the South Australian broad and standard gauge tracks, they being the ELX and SGX. At a glance only the ends are noticeably different, so let's look at both classes.

Seventy of the ELX were built at Islington Workshops in 1964-66, being numbered 500-569. Their sides were very similar to the VR styles. Some chassis details are different but they're not readily visible. Whereas VR painted its emblem onto the fluted sides, the SAR added plates for the emblem and the bogie exchange X. There are three different locations of lashing bars on the door, but more of that later.

The SGX was introduced in 1967 being numbered 1-37. Sides are identical to the later ELX but, instead of the flat ends, strengthening ribs have been added, probably to stop the bowing of the ends due to heavy loads shifting in transit. The 'S' in SGX indicates that they were South Australian as part of a code letter scheme which was replaced recently by the four-letter classes. These wagons were allocated to the standard gauge wagon fleet, but thanks to bogie exchange they can be seen from Brisbane to Perth.

Another group of SGX were built in 1970-71, being numbered 38-97. They have a brake wheel instead of the lever and were allocated to the broad gauge. This group are conversions from FCD flatwagons. The flats were built to each carry three skips for the Chowilla Dam project. The rock for the dam wall was to be obtained from Kinchina near Murray Bridge then hauled to the site at Chowilla near Renmark where the skips would be offloaded onto road trucks for emptying. Knowing that the project would only last a few years the SAR would be faced with the problem of what to do with the flats afterward. In a clever move the railways chose to build the flats to the same dimensions as ELX chassis then add sides and ends later and, voila!, another ELX. Controversy raged over the merit of the Chowilla project and it was never built, as a decision was made in favour of the Dartmouth Dam in Victoria. The skips and flats were rolled out to the rear of the workshops and there they stayed until 1971, when the conversion to SGX wagons was done and the skips were scrapped.

The ELX and SGX are basically the same vehicle, having a capacity of 50 tons, which has been increased to 53 tons (54.3 tonnes), and a tare around 21 to 22 tons (22.4 tonnes). They have a pair of 10'3" doorways in each side, the ridged side panelling shows on the inside (not on Lima's model, probably because of moulding problems) and this allows partitions to be fitted. Note that the ridges on the SGX ends are not the same as on the side.

As built they all had shunters steps at the diagonal corners and in recent years a metal step similar to the VR wagon has been added on the sidesill. There are few modifications of interest to modellers, although the centresills were strengthened on both classes in 1974 after failures on several vehicles.

Whilst locating suitable photos for this article I noticed that the tie-down pipes on the sides were not in the same locations. On 500-

502 the pipes are at the same height up the door, on a later group, including 503-526, they are as on the model, with the pipe on the right-hand door of each pair being above the door latch, whilst 531-569 and all SGX have the door latch on the inner door of each pair with the pipe above it.

Why the changes? The 500-502 group are a direct copy of a VR style but it was only applied to those wagons that Islington built in a nine-day period. The reason for raising the lashing bar on the second and fourth door of each side is not known. The most likely cause is to prevent the tie-down ropes from getting caught on the door latch. The change to having the tie-down lashing bar high on the third door instead of the fourth is to allow for the shifting of the latch and the clamp which holds the top of the two doors together. The problem was that as originally fitted this clamp extended beyond the end of the wagon when the door was opened and swung back against the side. There was a risk of the shunter hitting his head on the end of the clamp as he leapt onto the step at that end of the vehicle.

The wagon number which was the first of each change is not known. From my observations I've grouped them as 500-502, 503-526 and 531-569, which leaves 527-530 unknown. The problem is that wagons are usually numbered as their chassis is begun but may not be issued in strict sequence. This may explain why 507 in the accompanying photos has its lashing bars like 500. Yet another explanation is that between 1964 and 1981 wagons got smashed in derailments and parts from a pair of damaged wagons makes one good one. The 'A' end of 507 is a replacement also, as it is an SGMX pattern complete with the basic fittings for the tarpaulin ridge pole. This is big-time kit bashing.

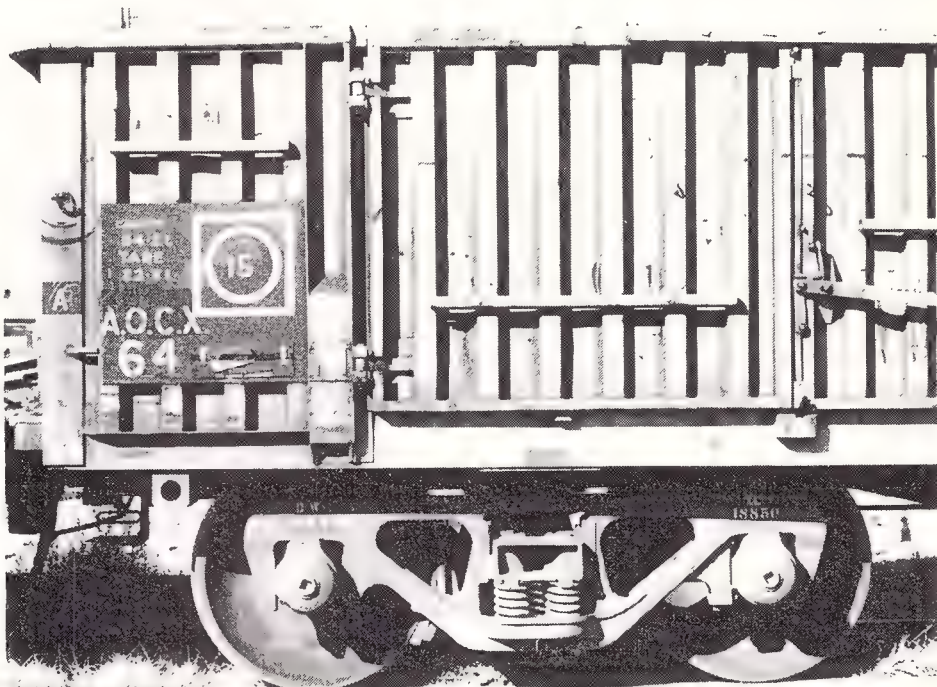
When I finished mumbling about all of these variations a friend suggested that I should collect butterflies instead — it would be easier. He could be right.

The variety of colours and emblems is almost enough to make butterflies very attractive. As built, all wagons received the usual SAR light grey. The number panel is black with white writing, with the number and class being four or occasionally five inches high. The X is black on a white square. The first few ELX were built at a time when the SAR was searching for an identifying logo or emblem. They received a design in red with the letters SA written inside a rectangular box. In 1965 the SAR adopted a version of South Australia's State emblem, which is a bird called the piping shrike and often described in jest as the screaming magpie. On the State emblem the wings are extended to frame the bird's head and the Railways chose this basic shape and added SAR under it. (Around this time the VR was fiddling with its logo before standardising on a design about fifteen feet long.) After mid-1965 all new wagons and repaints on the broad and stan-

dard gauges received the red shrike emblem, which was twenty-six inches wide across the wings. The change to metric tare and capacity began around 1973 and for the next five years or so wagons left the workshops with dual metric and imperial markings. Nowadays they are metric only. For many years the capacity numerals were written in yellow to indicate that it could go ten percent above, then it was white, and recently the increase has been allowed for, hence the change from 50 to 53 ton capacity.

Red is one colour that fades rapidly, so by

1977 the SAR emblem colour was changed to black. Sometime during this period a 23-inch-wide emblem was introduced and both the 26- and 23-inch versions can be found in both red and black paint. In 1978 the country section of the SAR became part of the Australian National Railways and this called for a new emblem. A 26-inch-wide version of the ANR in boxes was painted in red onto the grey wagons, and there are probably black emblems as well. In 1979 ANR decided to paint all of its rolling stock in a deep red colour, so after the existing stock of grey paint reduced sufficiently, everything ex-



Door, number plate and bogie detail of AOCX/SGX 64.

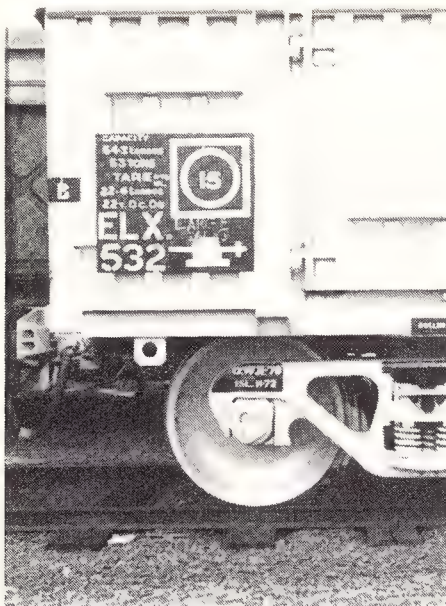


AOCX 64 (an SGX) in 1981. The SAR emblem is smaller than on ELX 511.



SGX 87 is from the second batch of these wagons, hence the brake wheel. Mile End 1972.

Dual metric/imperial markings on 532.



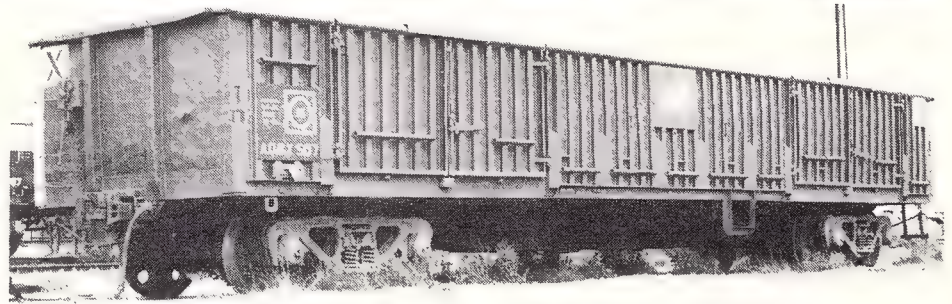
The small shrike emblem and some side detail on AOCX 64 in 1981.



cept wooden-sided and grain-proof wagons rolled out of Islington in red. This called for a new colour emblem and white was used for a while before yellow was introduced. Once again a smaller emblem (22 inches wide) can be found. In November 1980 the ANR became Australian National with another colour scheme and emblem. In June 1981 the first green wagon (a new hopper) could be seen at Islington but the broad yellow stripe and black emblem was still to be added. Probably by the time this article is printed a green and yellow ELX will be rolling along. This is not the most mixed-up group of colours, though. The SHBX bulk wheat hoppers were issued in yellow, some were repainted grey, a new batch were issued in red and the latest lot are green. Bulk wheat trains are quite colourful nowadays, although the yellow is dirty and there aren't too many left. During all these changes the four-letter class system was introduced in September 1979, with the ELX and SGX becoming AOBX and AOCX.

If you choose to model all of these piping, emblem, colour and class variations you might need to see your Lima stockist for a bulk purchase quote.

A plan of the Victorian Railways 'ELX' was in the November/December 1981 AMRM.



Above and below: These two photos are of AOBX (ELX) 507 at Peterborough in 1981. This is a real hybrid. The brake lever end is a standard ELX but the other has been replaced with one from an SGMX and has, therefore, some of the fittings for a ridge pole for use with a tarpaulin. Since finding this vehicle I've rechecked 503 and that definitely has the second and fourth door lashing bars high, yet here is 507 looking as though it belongs to the 500-502 group, even down to the nine small bars between the ribs. Now count them on the lower view — three are missing from the section of ribbing between the pairs of doors. The colour is ANR red with yellow ANR emblem and other lettering in white. If you built a model of this, someone would say you invented the combination.



NSWGR 'B' CLASS OPEN WAGONS

Continued from page 17.

23103, commissioned during November 1940, is listed as a 20 ton capacity milk tanker coded MF by September 1944. In the 1960s the capacity of this unit was set at 12 tons, and it is listed as being taken out of use during December 1972.

Car 23119 appears as an MF tanker as early as July 1942, only eight months after B.23119 shows up on the wagon register! Originally rated at 16 tons capacity, this MF was "uprated" to 20 tons during October 1944. Like its sister, it was downrated to 12 tons capacity during the 1960s and is now thought to be out of use.

Both of these MF wagons carried a nominal 2,000 gallon milk tank belonging to Peters Creameries. Were they conversions from the two missing "B" trucks or did that pair of wagons have extremely short lives?

Withdrawals of the remaining 110 "B" trucks occurred between December 1954 and December 1959, the first to go being Nos 23129 and 23147 and the last, No 23122.

Several went into service stock usage and had quite lengthy careers; cars 23128 and 23162 (as L.511 and L.321 respectively) lasting, for instance, until 1980. In later years, some of the "B" wagons in departmental service may have had the sides cut down and capacity adjusted to a nominal 15 tons.

ADDING WEIGHT

To add flat weight to locomotives or rollingstock, particularly in hard to reach places, try the wheel weights for alloy wheels, as used on your family car. They have a special self-adhesive applied to them so that they can stick to the alloy rim without damaging it, and are flat and square/rectangular in shape. Also, you can measure exactly how much to add by cutting them in half, etc. Not the cheapest item in the world, but sometimes there may be no substitute.

Phil Collins

A SUBSCRIPTION

to the

AUSTRALIAN MODEL RAILWAY Magazine

Can be obtained from SCR Publications, PO Box 235, MATRAVILLE 2036 for the price of \$12.00 (within Australia) or \$14.40 (Overseas surface mail). The subscription includes 6 issues and a renewal reminder card.

Send monies by cheque or postal notes to the above address, clearly writing name and address. Please note: Subscriptions begin with the next available issue, although monies should be received one month before a due issue.

Subscriptions are for one year only. Receipts are not sent unless an SSAE accompanies order.

CONVENTION

WILSON — West Australia. The International Brotherhood of Live Steamers (WA Branch) are holding a meeting from Saturday, January 8 to Sunday January 18, 1983 at the Castledare Miniature Railway. Activities for all the family. Details c/- 31 Raymond St, Mt Pleasant, WA 6153. (09) 364 1848.

ELX AND SGX KITBASH

by Phil Curnow

The Editorial team often mention that readers should look at all articles as the ideas could prove useful. Part of this project became 'practice what you preach'

Converting a Lima ELX into the South Australian Railways' SGX wagon can be done in four stages.

- (1) bogies and couplers
- (2) emblems
- (3) doors and lashing bars
- (4) end ribbing

A modeller working to American standards instead of Continental will need to do (1) to any Lima ELX he buys. Adding (2) will produce an SAR ELX in the number range 503-526. Stage (3) will make the more common door pattern used on 530-569 and can be varied for 500-502. Stages (3) plus (4) make all of the SGX group, but still allowing for a choice of either brake lever or wheel. Refer to the prototype notes for further comments on door designs and the number range.

Stage (1) Bogies and couplers

I use American standards and, in particular, Kadee couplers and RP25 wheels. To fit these I had to replace Lima's oversize wheels and couplers mounted 'Talga' style on the bogies as they don't push too reliably through pointwork when coupled to body mounted couplers.

Lima's chassis unscrews to reveal the retaining clips for the bogies. I sprung these out of the holes. Some friends chose to fill in the Lima mount with Plastibond and cap it with plastic for the new bogie mount. I chose a different approach because it works well on scratchbuilt wagons. I cut the Lima mount off the chassis (refer photo) at each end then screwed the remainder back onto the wagon. I

Below: The modifications described in the text result in the changes to the doors and end shown here in my model of an SGX. In each photo the darker-coloured vehicle is an unaltered Lima ELX model. The X emblem on the side has since been shifted to its correct position. Shunter steps and towing loops are yet to be added.

now prepare to fit North Eastern's wood bogie bolster.

A tip for the unwary. Kadees need to be mounted accurately on the TRACK centreline for reliable operation. If you are rough the wagon centreline may not coincide with the track centre, which is asking for trouble. My first step with the bolsters is to drill the bogie screw hole. An easy way to find the location for the hole is to lightly draw a line to join diagonal corners and drill the hole where the lines intersect. Choose a screw or bolt that is a snug fit in the mounting hole of the bogie you use, yet loose enough to allow the bogie to move freely. If it is too sloppy you will lose your wagon/track centreline.

Now mark the centreline of the wagon on the underside of the floor. When ready to fit the bolsters place a drill through the hole so that it rests on the centreline. Cut the two ends of the bolster to fit.

Use scrap styrene to raise the bolster so that the edges of the bolster are flush with the bottom of the wagon side sill. It takes about .030" of styrene.

Using American standard bogies (Athearn, Roundhouse, Kadee or Central Valley) will mean that the wagon will now be at the correct height if you use 33 inch wheels. If you use 36 inches you will need to set the bolster about .010" inside the wagon. Keep the bolster loose if you intend changing the sides.

I now used my Kadee 5 height gauge to mark the amount of plastic to be removed from the end sills. Refer AMRM Jan/Feb 1977 for details. The coupler pocket is SCREWED onto the scrap styrene using the central hole and the two loops on the sides of the box are removed. I stress screwed because if you glue it on you may glue up the spring and hinder the centring action. Also it becomes difficult to adjust the spring later on and over the years you will need to do that.

Stage (2) Emblems

Unlike the VR wagon the grey ELX and SGX

have the emblems on each side mounted on metal plates. A problem with HO scale decals nowadays is that they are either oversize or not the width you require. Yes, I was caught, so I suggest you cut out your decal first and make the plate to fit for both the shrike and X. Correct sizes are in the drawing. I used .010" styrene glued onto the ribs. Check the photos for the correct locations but note that the X plate covers three ribs and the shrike covers five ribs at the centre of each side.

ELX or SGX?

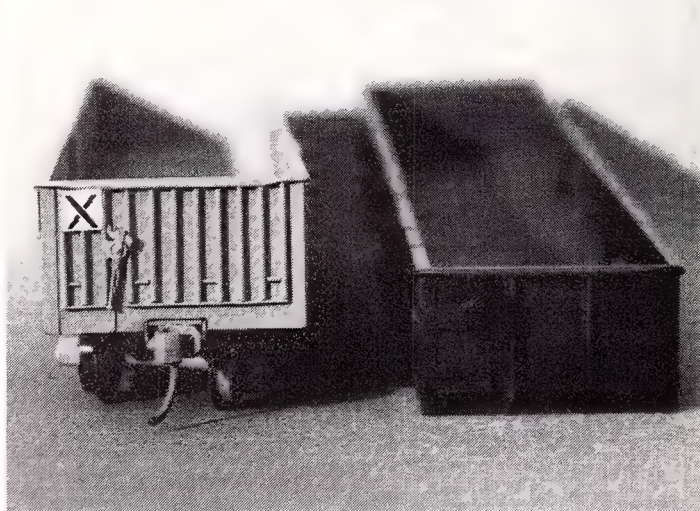
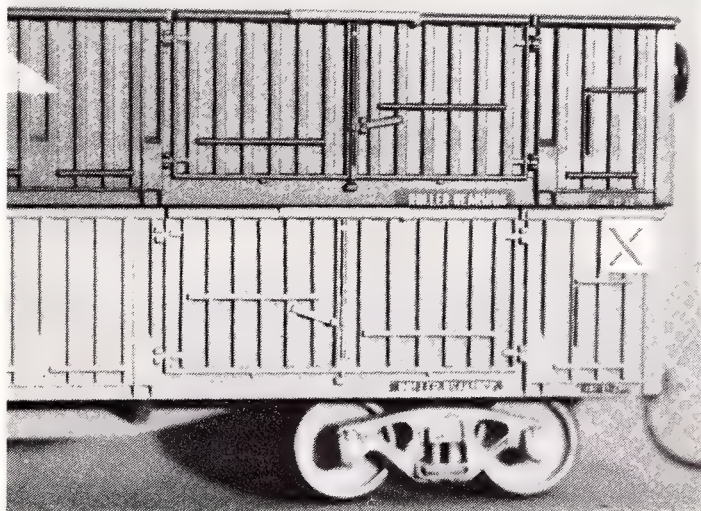
If you are making the ELX you have little left to do. Remove the brake wheel and its mount and fit a brake lever instead. Mine are from a kit I bought years ago. Two tie down bollards are fitted and the VR style chain loops are scraped away. Paint light grey, allow to dry for a day or two then add decals and numbers. If you want to make the SGX or another variety of ELX then press on.

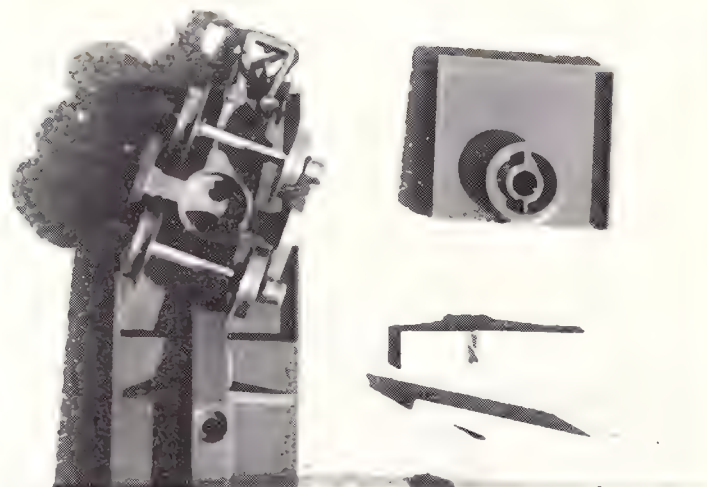
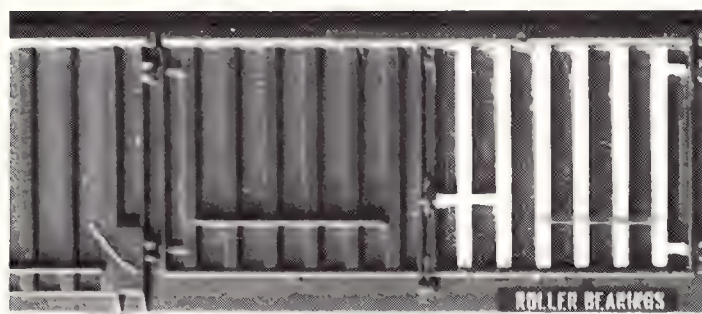
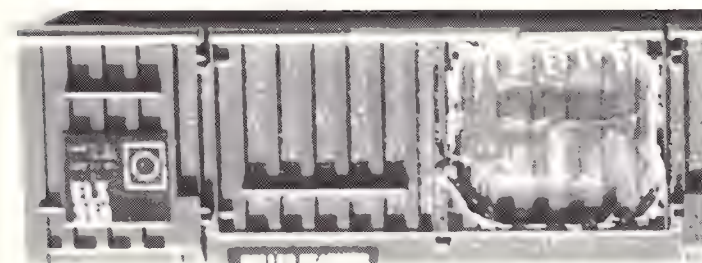
Stage (3) The doors

Now for the 'practice what you preach' bit. One side effect of doing articles for AMRM is that I notice variations more easily afterward. Until the prototype notes were prepared I assumed all of the sides were identical, but now I know different wagons are there for the building. Problem . . . HOW? Both the Lima and the EmCe kit of years ago are of the 503-526 variety. To do an SGX I needed to shift the lashing bars. I tried to remove all of a bar with a scalpel blade but couldn't hide my 'surgery', so for a while I was stumped.

Then I read an article in the Railroad Model Craftsman of April 1981 where B. McGuire used a milling machine to remove detail from the side of a plastic hopper wagon. Could this be the answer? I studied the method for a while and decided how to rebuild the ribs I would damage then decided to give it a try.

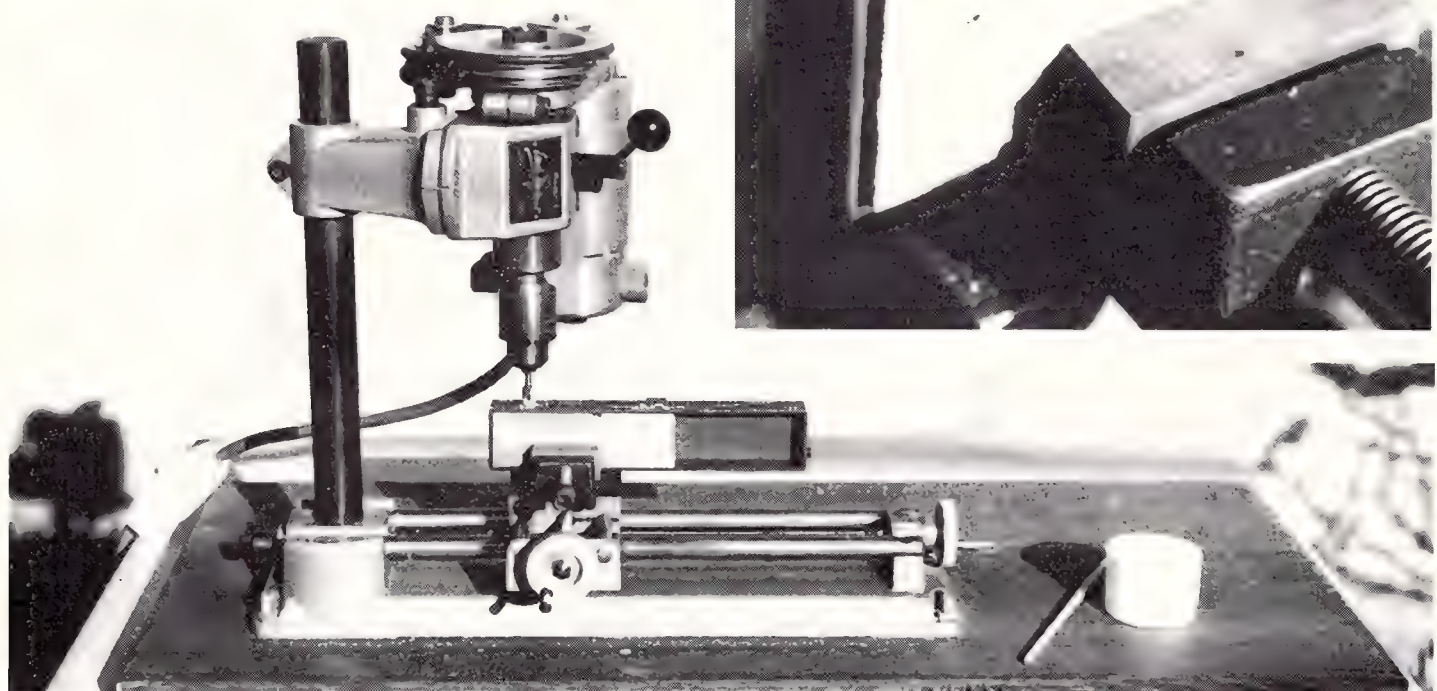
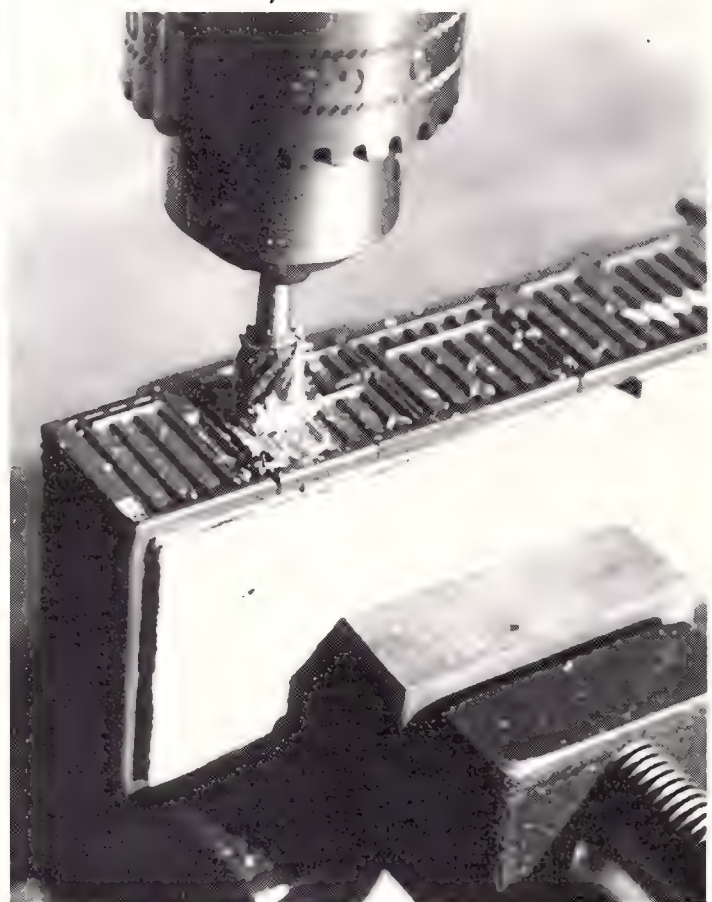
I have access to a Unimate miniature hobby lathe and this can be converted into a milling





Chassis parts, showing the piece I cut from the Lima chassis and a pair of North Eastern bass wood bolsters.

Below is the Unimat lathe set up as a milling machine. For rigidity, the cutter should press onto the centre of the vice instead of the edge as shown. A closer view shows how the water coolant wraps the chippings around the cutter and may hide edge detail that you want to keep. At left is a series showing the result of the first cut and also the block of wood which is notched to fit tightly inside the wagon; how it looks after the cutter has finished when the wagon was not mounted square to the cutter; the doorway prepared with a knife and scraper; the finished doorway ready for painting with the short and low lashing bar fitted to ELX 500.



machine by mounting the motor and chuck on a vertical post, as shown in the photo. I had not glued the bolster into the wagon and I removed the screwed on parts as well. I trimmed a piece of scrap timber to be a tight fit inside the wagon and cut notches to fit the ribs and floor detail Lima invented for their ELX.

Mount the body in the vice of the lathe and take special care that the body is level and square to the chuck. I used a cutter made for a Dremel grinder as it has a cutting edge on its square end. Following McGuire's advice I set the lathe for 140rpm, dabbed on some water for lubricant, said a quick prayer and jumped in at the deep end.

The cutter did an excellent job but you must keep it moving, otherwise a ball of chippings forms under it and mars the surface. The watery mess hides what you are cutting so you need to be very careful as you get near the edges. For an ELX 500-502 you need attack only the right hand door of each pair while for an ELX 530-569 or SGX you do both doors of the right hand pair BUT leave the edges of each door intact. Refer to the photos.

Use a scalpel or hobby knife to remove the bits of ribbing that are left. I use a square ended Exacto blade as a scraper to level it all out. Lima plastic is quite soft to work with, so take it easy.

I used Evergreen strip styrene to replace the ribs. You need 3"x2" which I made from two strips of 3"x1". Some 2"x2" and 2"x1" strip replaced the door latch and hinges. Beware, another trap that Lima and I fell into. We both modelled the door latch in a raised position instead of horizontal which is the closed position. The lashing bars are Slaters plastic rod .015" size which is a brown material which bonds with MEK. Wire would do the job but you can choose your own glue there. Place the bars at the same height as on the undamaged doors. For moulding reasons Lima's bar is solid behind whereas the new one is not. You can see the difference if you look closely. If it bothers you you could use some 'Krystal Kleer' window glazing liquid or white glue and paint over it. I wasn't bothered.

If you choose to do 500-502 with all bars horizontal it may pay to re-do all eight doors for the sake of neatness. The bar on the right hand door is shorter than the left. If you look closely at the prototype photos you will see that this group also have a lot of small bars fitted between the side ribs. A nice fiddly job for you with tiny bits of Slaters rod.

Stage (4) The ends

I expected this to be easier than the sides, but not so for the SGX. The ELX end was detailed at the end of Stage (2) notes.

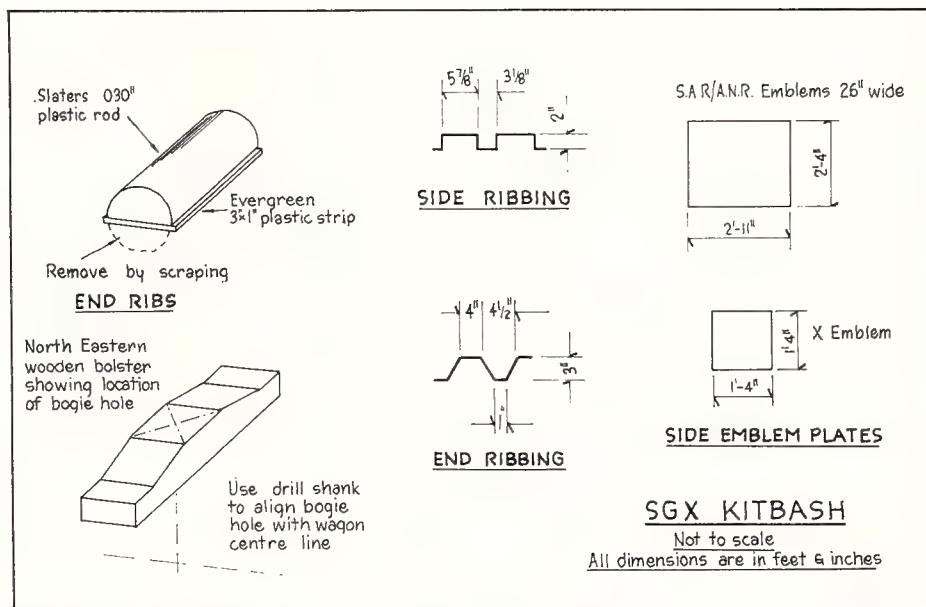
The side ribs are square edged but the end ribs have sloping sides, which give the visual effect of being rounded. After trying to duplicate the sloping sides with various combinations of plastic strip I decided to make them look the same. If someone knows how the right shape can be made easily please write and let us all know.

Remove everything from the ends EXCEPT the corner straps and the capping. Scrape it all back to a smooth, flat surface. To begin the ribs you need to locate the horizontal just above the coupler pocket. I trimmed two pieces of 3"x1" to length and glued them flat to the end and slightly away from the corner straps. A piece of 3"x1" on edge formed the horizontal. I hadn't trimmed back the end capping to even depth so the other ribs will be shorter than the two already fitted. Now cut and fit the central rib of 3"x1". Now you find that there are 13 ribs and you still have 10 to do. I tried to calculate their position but eventually did 5 at a time by eye. Be extra careful here or you'll mess it all up.

Now take some Slaters 0.030" rod and lay it flat on a table, then with your hobby knife carefully scrape along the length to remove one half of the circle shape. Cut to length and glue the flat onto the 3"x1". You will find that it is nearly the same width. A coat of paint will blend the rod and strip together into a rounded rib which looks about right. "Near enough," as Eddie Garde would say. More paint may fill in the trough section a little, but I haven't tried this. Trim the ends of the horizontal strip to 45 degrees.

The X emblem plate is from .010" styrene which has chamfered on the back edges so that it settled down between the ribs. The first batch of the SGX have brake levers mounted on a bracket out from the ribs so that the shunter doesn't bash his knuckles. On a model this means the lever will be easily broken, so mine is glued onto the ribs. A scale sized shunter would complain, but at least he has a brake lever to look at.

A sprayed coat of Floquil grey primer, BGB decals, Letraset numbers, Roundhouse bogies with Athearn 36 inch wheels, Kadee couplers and a coat of Testors Dulcote finished it off for the photos. Still to be added are end steps and the towing bracket at each corner.



The Gazette Building. The artist has drawn in a new roofline and verandah setting.

Model Masterpieces' Gazette Building, boxed as it is in the U.S.A. comes with decal sign sheets for not only your local "rag" and printery, but the little Pittsburgh Saloon, and the Assay Office as well.

For the "Stateside" scene enthusiast who desires to model either downtown or trackside America this unit with its solid brick outline

THE GAZETTE BUILDING

An HO building project

"Australianizing" the U.S. product

will settle well into Main Street.

The model features a raised date plaque and large display windows. The interior walls can be fully detailed or not as desired by the use or non-use of the components supplied in the kit.

The kit by its very nature lends itself to the Australian scene. The wall structure if sprayed to brick red is reminiscent of any well-

weathered building in town or country Australia. (A made-up version was featured by Platform 3 in the Sydney Exhibition, showing the faded red brick to its full advantage.)

The window kit is variable and thus older style pane windows or more modern plate glass facades can be installed to suit the era.

Corner Shop

The addition of ice-cream signs, newspaper posters and the general adornment associated with milk bars can turn the building into a typical corner shop — *unverandahd* — by local council decree.

It is the immediate aim of CHI Products, the importers, to produce a fully *localized* kit including a typical galvanized shop verandah, iron roofing and advertising material. This kit is scheduled for release in the new year; however, without too much trouble, owners of the present kit should be able to fabricate the necessary components to give their model an authentic "Aussie" appearance.

The Model Masterpiece kits feature dental stone as the main component for brick, concrete or stone work, and although structurally heavy the resulting models show a pleasingly authentic finish.

Dave Moyes

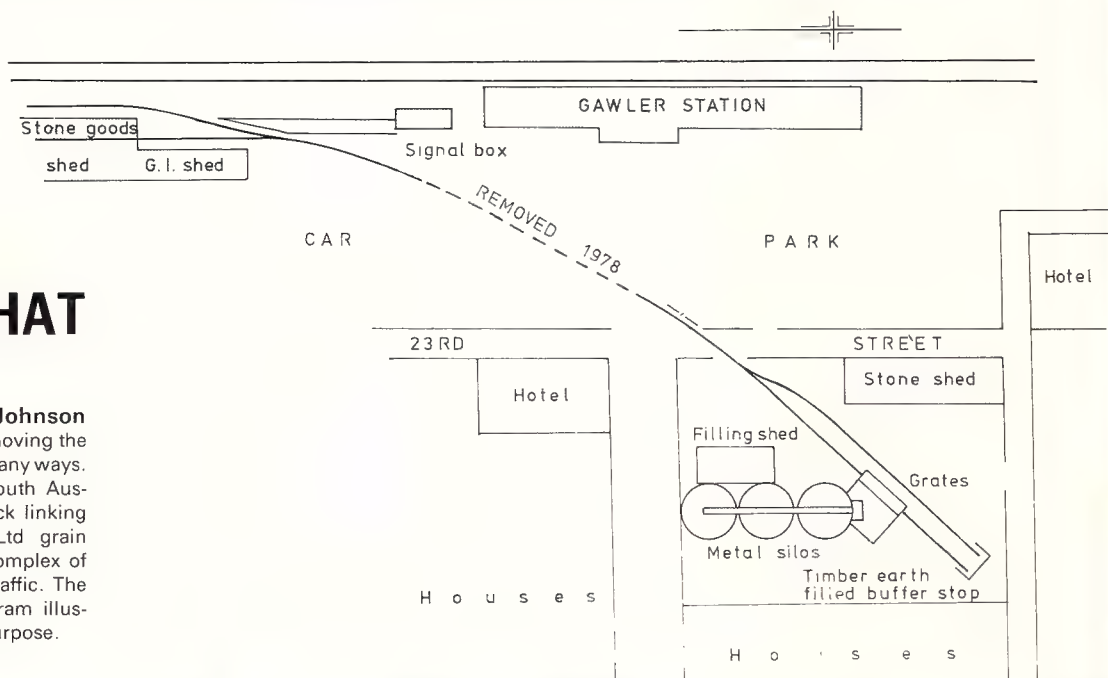


End of track! The galvanised iron (rail side) shed illustrated above shows two aspects of the same building five years apart. The close-up (supplied by Bob Gallagher) was taken in 1975, before the tracks were removed, and shows some railway sheds. The other photo shows that time has only removed the track but the sheds are still in place, as is the advertising display.

INDUSTRIES THAT AREN'T

Roger Johnson

The passage of time has a way of removing the physical evidence of railway action in many ways. One incident happened in Gawler, South Australia, in 1978 when a section of track linking Gawler yard with JEFFS BROS. Ltd grain complex was removed, making this complex of structures useless for rail orientated traffic. The accompanying photographs and diagram illustrate a useful complex for modelling purpose.



N.S.W.R. MISCELLANY — 1

by Paul Rogers

990 and 992. Railways outline diagram no. 243 covers these vehicles. In addition, a similar style of carriage, no. 325, forms the guard's compartment vehicle in two-car set 86.

The second basic form of HFL, car nos. 367,

375, 414 and 420, is covered by outline drawing no. 245; these vehicles are similar to the terminal cars used in sets 80-85 and (old) set 86. However, the four independent HFLs have full drawgear and corridor connections at both ends of each vehicle.

This column, to be published at irregular intervals, is intended to follow on from the previous "P.T.C. Miscellany" segments which have appeared in AMRM since late 1977. The initial essay in this new series is intended to cover a variety of topics, including an answer to a reader's queries, some updating of information in relation to subjects covered in earlier articles and notes on rolling stock usage.

HFL class Passenger Cars

In response to a recent request in the magazine for data on the HFL series of terminal and independent brake cars, I have set out some details pertaining to each of the variations of vehicle covered by this particular code.

Firstly, there are several independent cars with small guard's compartment, these coaches bearing road numbers 31, 323, 989,

SERVICE HISTORY — 'ACM' Composite and Sleeping Cars

| Car No. | Period of Service | Car No. | Period of Service |
|---------|-------------------|---------|-------------------|
| 655 | 1936-1976 | 1725 | 1933-1975 |
| 666 | 1936-1965 | 1838 | 1932-1975 |
| 730 | 1936-1976 | 1945 | 1933-1976 |
| 799 | 1932-1975 | 2045 | 1932-1974 |
| 1723 | 1936-1965 | 2047 | 1932-1976 |

N.B. Some withdrawal dates post-date the actual removal of the vehicle from active service.

P. Rogers
26.9.1980

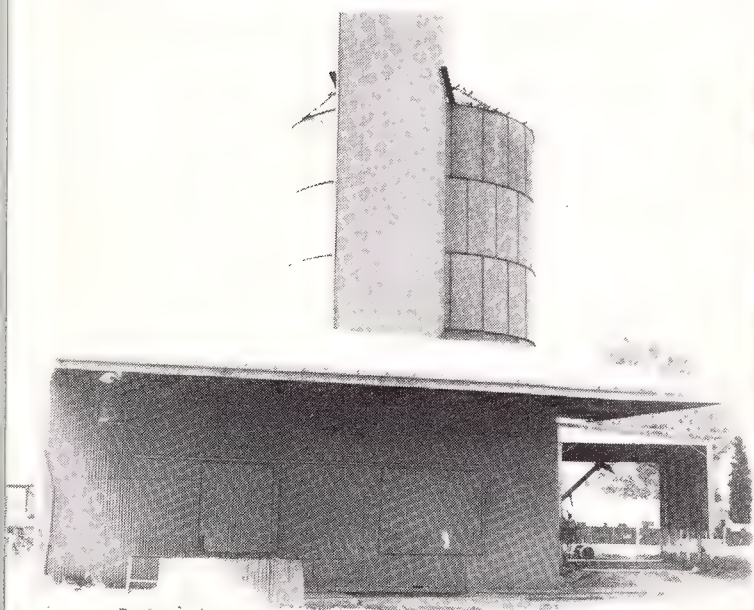
SERVICE HISTORY — 'MCV' Bogie Covered Vans

| Car No. | Period of Service | Car No. | Period of Service |
|---------|-------------------|---------|-------------------|
| 4866 | 1943-1959 | 11838 | 1943-1953 |
| 5122 | 1942-1958 | 11980 | 1943-1960 |
| 5134 | 1943-1963 | 12324 | 1943-1959 |
| 5140 | 1943-1957 | 12344 | 1943-1958 |
| 5157 | 1942-1953 | 12674 | 1943-1951 |
| 5800 | 1942-1960 | 12794 | 1943-1960 |
| 5891 | 1942-1960 | 13872 | 1943-1960 |
| 6960 | 1943-1960 | 13887 | 1943-1960 |
| 7319 | 1943-1960 | 13975 | 1943-1958 |
| 10510 | 1943-1960 | 15802 | 1943-1958 |
| 10811 | 1943-1957 | 16760 | 1943-1960 |
| 10827 | 1943-1960 | 17177 | 1943-1960 |
| 11081 | 1943-1960 | 17443 | 1943-1957 |
| 11139 | 1943-1960 | 17515 | 1943-1959 |
| 11265 | 1943-1959 | 18404 | 1943-1960 |
| 11310 | 1943-1951 | 19166 | 1943-1960 |
| 11542 | 1943-1960 | 19834 | 1943-1961 |
| 11821 | 1943-1960 | L.780 | 1942-1973 |

P. Rogers
26.9.1980



The two sides of the silo complex are illustrated in the above two photographs.



Railside coverage over unloading grates.



Stone shed adorned with advertising.

The third group of HFL cars originally embraced 14 carriages. They were equipped as terminal cars for the CUB sets, cars 351 and 368 being allocated to set 80, 365 and 380 to set 81, 391 and 422 to set 82, 370 and 419 to set 83, 405 and 407 to set 84, 343 and 416 to set 85 and 336 and 383 to set 86. At the inner end of each car there appeared a close coupling and corridor connections, while the opposite end was fitted with orthodox draw-gear but was devoid of gangways. The outline drawing for the 14 cars in this group is no. 244.

Why not try Something Different?

Weekly Notice 21/1933, at page 21, relates that in May 1933 the N.S.W.G.R. made up a pair of tri-coupled four-wheeled sheep vans for the transit of animals from country areas to Flemington Markets. Set A comprised GSV class vans 14928, 14916 and 20460, while set B consisted of GSV cars 14938, 14622 and 6750. The outer vehicles of each set were fitted out as terminal cars, with drawhooks, side buffers and screw couplings on one end, but with automatic couplers and no buffers on the end which faced the central unit in the set. Although instructions existed that the terminal vans were not to operate without the central unit, it would have been possible to do so by running the outer vans as a two-car set, the bufferless ends being coupled together.

There are a number of theories as to why

these three-unit sheep van rakes came into existence. One suggestion is that they were employed to guarantee a minimum amount of accommodation for specific consignors, with a reduction in shunting movements; another is that they overcame a temporary shortage of automatic couplers, for it was during the 1930s that a significant number of SV and OSV type vehicles were converted to the auto-coupled GSV variant. It is probable also that the sets were an attempt to reduce the problems associated with running screw-coupled livestock wagons.

Notes on the ACM class Composite and Sleeping Cars and MCV class Covered Vans

In recent rolling stock essays in AMRM, I have taken the opportunity to include a table showing the periods of service relative to the topic covered. To bring some of the earlier articles up to this standard, I have prepared such tables for the ACM series of composite and sleeping cars and the MCV class bogie covered vans. These tables accompany this text.

For reference purposes, the ACM article appeared on pages 30, 31 and 43 of the November/December 1978 issue of AMRM, while the MCV feature appeared on pages 39-42 of the same issue.

BINDERS FOR AMRM

These binders are available from some hobby shops at a recommended retail price of \$5.90. Or by mail order from SCMRA Eastern Division at \$5.25 plus postage. Postage and packing in NSW is \$2.20 for up to three binders and \$2.50 for up to nine binders. For readers in other parts of Australia postage and packing is \$3.80 for up to three binders and \$4.70 for up to nine binders. A name sheet is supplied free with each order. The binders will accept most other model railway magazines.

Please send cheques payable to SCMRA Eastern Division to PO Box 317, Epping 2121, NSW. Please allow four weeks for delivery.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

SCR Publications

WRIDGWAY "HOMEPACK"

In 1968 Mr. H. F. Wridgway developed a containerised system for a regular fortnightly interstate furniture removal service. Normal use was Melbourne to Perth, and six houses of furniture could be packed into 15 "Homepacks."

Each "Homepack" is made of plywood and measures 8 feet long, 4 feet wide and 8 feet high. They are designed in such a way that five of these containers fit together in strong steel frames at the top and bottom to make a standard 20 foot size shipping container. This group of containers is known as a block and normal shipment was a batch of 2 or 3 blocks.

First use of the "Homepacks" were in August 1968, with a total of 750 units being constructed for use between 1968 and 1974. Nowadays they are used for storage of furniture and effects in Ansett Wridgway warehouses throughout Australia.

"Homepacks" were originally painted white with a blue stripe, which had a black line edging either side of the stripe. The word "Homepack" was black, while "Wridgways" was black with gold edging. Refer to the diagram for the position of the lettering. The door, which is screwed into place has the blue and black stripes across it, as does the back. These stripes match the width of the arc at respective ends of the container.

Research during 1979 led to containers which varied from this scheme as follows: —

Numbers 517 and 1728 had no outer skin on them. The framing details showing were an outer frame with a centre upright and diagonals from bottom corners to centre top, and the numbers roughly stencilled on in black, approximately two thirds of the way up the container.

Number 1464 had an outer skin, painted white, with only the number painted in black on the side.

Number 1382 was complete but had a different lettering scheme. The crescent was blue with 3/4 inch (18mm) wide black edging, but its position and overall width had changed. At the low end the measurements were 20 inches (490mm) to the bottom of the black edging, 27 inches (661mm) wide stripe including black edges, and 49 inches (1200mm) to the top of the container. At the high end the measurements were 55 inches (1347mm), 26 inches (637mm) and 15 inches (367mm) respectively. The lettering on the crescent had also changed: it simply read "Homepack" in 14 inch (343mm) high letters. This includes a 3/4 inch (18mm) wide gold edging around each letter.

This article was compiled by Phil Jeffery from information supplied by Ansett Wridgway and further notes from Ron Wrigglesworth.



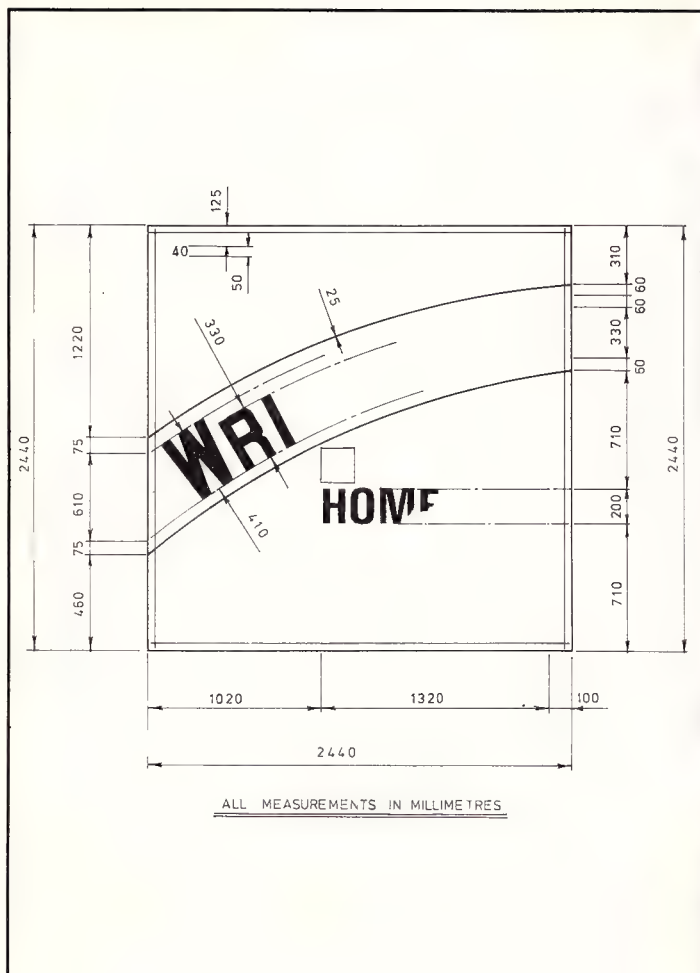
Ready for transit to Perth. Note the lettering on the top and bottom frames and the different widths of end stripes. (VR photo PR 2479)



Top frame being put onto block of "Homepacks". (Ansett Wridgway photo)



Right: A more modern Ansett Wridgways container and removal van. This scene has distinct modelling possibilities. (Ansett Wridgways photo)



Right: Block of "Homepacks" being transferred from a road vehicle at Dynon. (VR photo PR 2481)

MAIL BAG

Sir,

Having recently retired to the farm, after spending the last thirteen years as General Manager of a large plastic moulding company with its own toolmaking facilities, I now have time to write and make my comments in the growing argument about injection moulded kits, a matter in which I feel well qualified.

Four years ago I went through the exercise of costing out the manufacture of three kits of NSWGR prototype wagons: LCH, S, and MLV. The results of my costings convinced me that any local manufacture of plastic rolling stock kits was uneconomical. If, as I suspect, there are no more than 2000 people seriously modelling or collecting NSW prototype, and each of these would buy on average two of each kit, then the size of the market does not generate sufficient sales to adequately cover the cost of tooling and give a good return on capital.

Of those organisations who are currently manufacturing I make the following comments:—

AR kits use a cheap tooling process, but the GLV, their only kit so far, is priced at least \$2.00 too cheaply. This is probably the reason why only one kit has been produced so far. CAMCO, undoubtedly the best but most expensive tool made for kits in this country. Both excellent models but grossly underpriced. To include wheels, decals and expensive glossy packaging must have eroded any profit margin to a point where even covering the tooling and moulding costs, without the lost interest on capital, is going to be difficult, if not impossible.

TRAX. The letter from Mr Eassie in AMRM showed that at least one organisation gives thought to profits as well as the requirements of the end purchaser. I have been pleased with all Trax kits except the RU which I think needs a little refinement. Trax are aiming at the bulk of the market which, like myself, does not require super detail but only a basic kit, selling at a reasonable price, which can be super

detailed by "modellers" if required. The correspondents in April AMRM replying to Mr Eassie

appear to have missed the point of his letter. While there is a hard core of "modellers" who want super detail kits with every part down to the last nut and bolt, there is a larger fringe of "enthusiasts" who are the bulk of the hobby and who, by purchasing models, make it possible for the "modellers" to have kits at all. This second group, amongst which I include myself, does not have such high standards but is prepared to accept, at a reasonable price, models which are far superior to what was available ten years ago.

In 1972 I purchased a whitmetal Prototype LCH for \$5.95 at a time when the average wage was \$100.00 p. w. Today I can purchase a Trax LCH for \$5.50 and the average wage is \$300.00 p.w. Would today's buyer be so happy to pay \$17.85 for an LCH? Today's buyers should be grateful to AR, CAMCO and TRAX for what they have done, but I fear that unless more business sense prevails, out of the current crop of manufacturers only Trax will be producing new models in five years time.

The model railway hobby has come a long way in the last two years in Australia. It will only continue to grow if manufacturers come to a compromise on the cost of tooling versus the capital return. Our small population and fragmentation of systems and gauges does not give us the luxury of economy of scale like England and the USA.

Finally let me say that, although AMRM is an excellent publication, well up with world standards, it falls down in the respect that it caters to a group of modellers who are not representative of the majority of purchasers of model railway equipment in this country. There should be more emphasis on proprietary equipment and its uses in Australia rather than the constant articles on scratch building and converting. There are others who would read the magazine but can find in it nothing of interest to anyone not modelling Australian prototype.

H. G. Wilcox
Mittagong, NSW.

Sir,

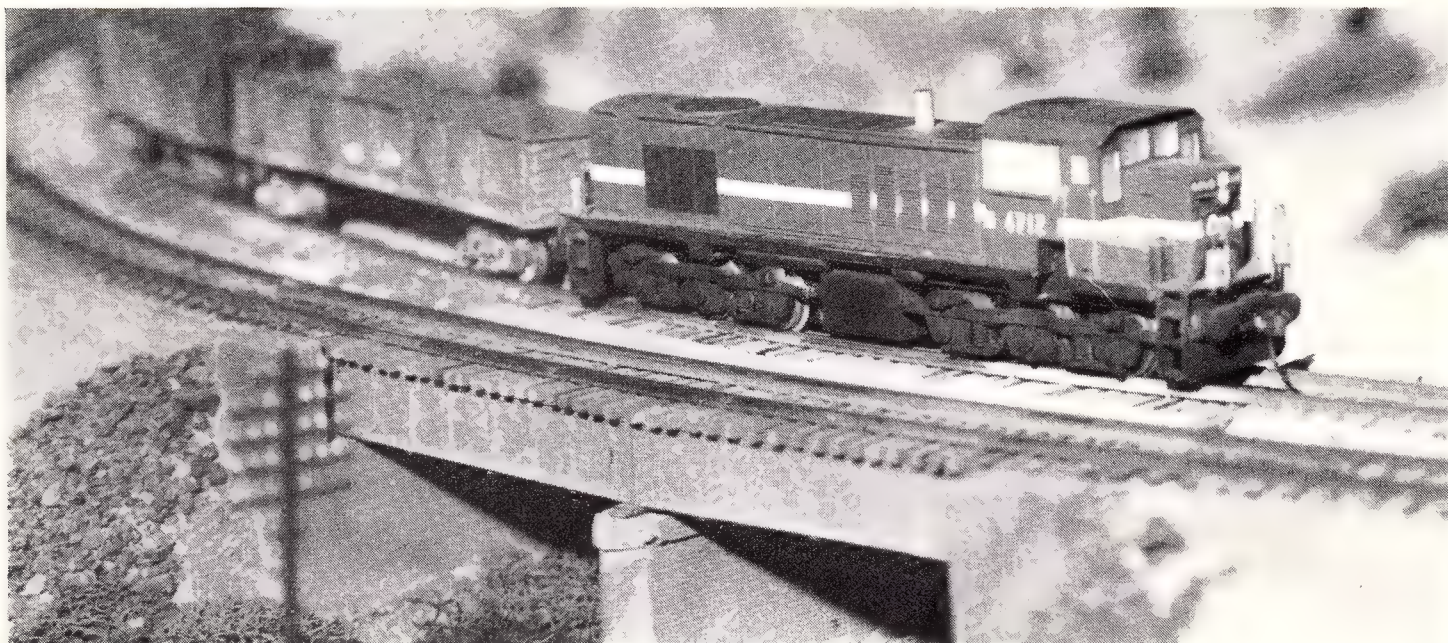
I really cannot let a statement made concerning the 1982 Melbourne Model Railway Exhibition (no 114 p 30) go unchallenged. In your report you glowingly refer to the overall impact of the Woodend layout. I agree it is an excellent representation of that station and I have no criticism whatsoever with any of the modelling. What has hit a raw nerve is your statement about attention to prototypical operating practices. The signals are an integral part of the layout yet all were set at 'Stop' and ignored by every train. Even if the signals are only static models surely it is more correct to set them at 'Proceed'. Therefore I feel that your comment elsewhere in the report about the non-prototypical operation on the Modrail layout is rather hypocritical, since the grounds for your statement are not given.

However I agree entirely with your remarks about the Australian prototype trains (which ran only on the Sunday session of the exhibition). There was always a large crowd quite absorbed in those trains which can be seen easily over the railway fence. Such interest should be encouraging for any manufacturer or intending producer of kits for the local market.

The Kingfield and Twin Lakes is a great scenic layout with many humorous touches if you look closely enough. I look forward to seeing it in print in AMRM. However the rest of the report appears to be little more than a plug for four products without mentioning a number of other features of the exhibition. The gentleman who was painting backscenes for the railway diorama was an inspiration and his work generated a great deal of interest among onlookers. He was happy to answer enquiries and through such a personal touch may have triggered people into trying some of his techniques.

Another viewing bottleneck developed at the SCMR stand where another gentleman demonstrated some of the arts and ease of building scenery. In my opinion he was outstanding because he

Continued on page 36.



BUILDING BRANCH LINE DIESEL-ELECTRICS

47 CLASS

Another in the series of locomotive construction articles using proprietary mechanisms/Stephen Ottaway.

The 47 class is essentially the same as the 49 class as described previously in AMRM July/August 1981.* The main differences between the two are the low hood on the No. 1 end, which requires modification of the bogie mountings, and the bogie side frames which must be scratch built.

The body is again built on the Tyco SD 24 mechanism, which must first be removed from the body.

Cut two sides from 0.020 styrene as in Fig. 1. On this is scribed the radiator grille at the No. 2 end using diagonal strokes.

The No. 2 end truck can be glued in place with contact adhesive after making sure that the sides are square to each other, and parallel to the track.

The No. 1 end bogie is then positioned at the correct wheelbase, and the section which

must be removed is marked out. This corresponds to the front of the cab, while the height is determined by the height of the boxes on the side of the low hood. It is best to allow a bit of clearance between these as it is difficult to obtain a good bond between the two types of plastic.

Once the mounting is in place, the formers can be braced with 0.020.

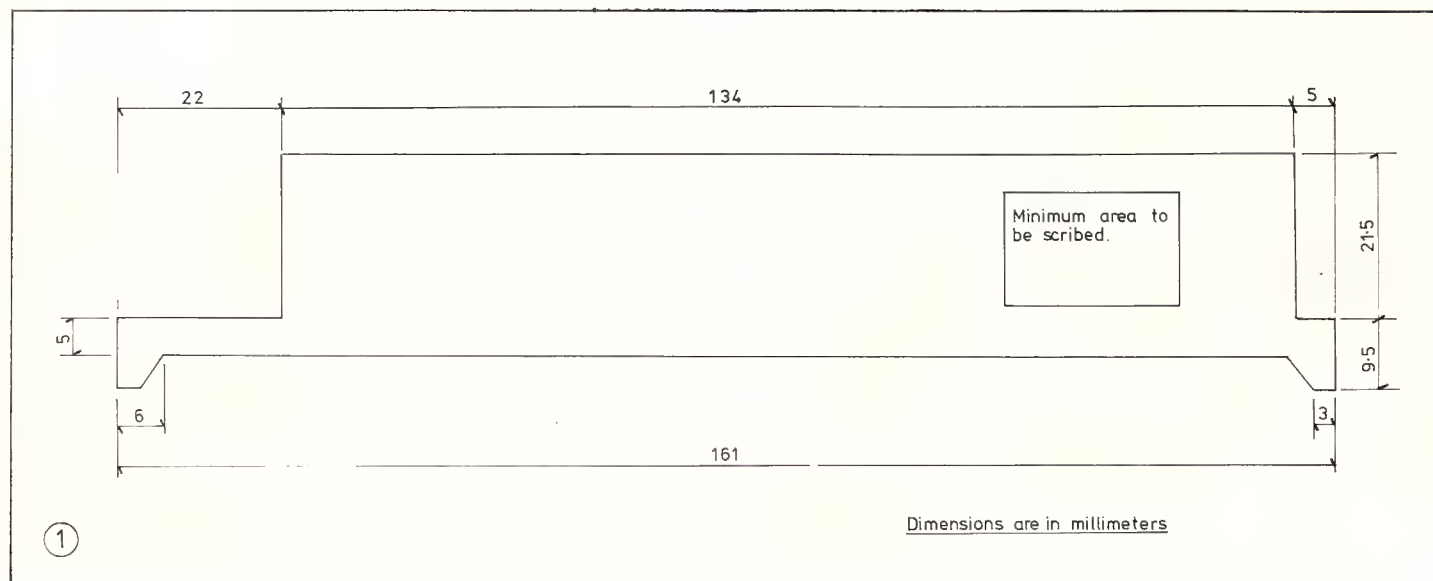
The next stage is the footplate, which is 0.020 styrene cut out in two pieces which meet at the staff exchangers. The front piece extends right back to the mounting, with the low hood sitting on top of it. The valance is cut from 0.020 styrene and glued to the underside of the footplate. A strip of styrene is glued to the bottom of this to simulate an I beam.

Steps and cowcatchers can be added from 0.020. These are quite easy compared to the 49

class as all surfaces are flat.

The sides are built up next, using a series of laminations. First is a layer of 0.010 with a rectangular hole for the radiator. Later, two vertical strips are glued across the grille. The access doors are 0.010 rectangles with a line scribed down the middle. Louvres can be glued on now. These are thin strips of 0.010 styrene.

The cabin is fabricated next using 0.010, with windows cut in using a rule and knife where the corners are square, and with a drill where the corners are rounded. The doors are scribed in, and perspex glued to the inside. The corners of the perspex must be mitred on the corners to allow the joints to fit together. Use MEK and reinforce with Super glue. Three thin styrene strips are placed vertically across the large rectangular windows. Build up the insides of



the staff exchangers from 0.020. Add the roof from 0.010 which is scribed and bent in the appropriate places.

Build up the No. 1 end from 0.020 sides and front with a peaked roof from 0.010, and glue this to the front of the cabin. Add the two boxes on either side from 0.020 with 0.010 lids. These will hide the mounting which sticks out.

The No. 2 end roof is added next. It is 0.010 bent in the middle, with some support underneath and glued to the top of the sides. This join is then rounded off with a file. This does not extend the whole length as the fan must be accommodated. The fan is a piece of fairly thick styrene filed to the correct diameter with a grid pattern scribed on the top and a rim of 0.010 is glued around the edge, so that it is slightly higher than the thick styrene. This is glued to the roof and the area around it is filled with Plastibond and shaped to the correct contour.

Roof hatches are added from 0.010 styrene. The exhaust is a piece of 3.5 mm knitting needle.

The lights are mounted on a double thickness of 0.020. The use of jewels is probably the easiest way to make lights. The number boxes are 0.020 strips glued from the lights to the sides, with the gap filled with Plastibond and filed to shape.

The next step is the addition of handrails which are 0.020 hard brass wire bent to fit into predrilled holes, and stuck in with Super glue.

Buffers are the Lima type, and couplers used were Kadee No. 5.

The M.U. stands are styrene and knitting needle. The knitting needles are used again to make the air reservoirs under the running board.

The fuel tank is a 0.020 box.

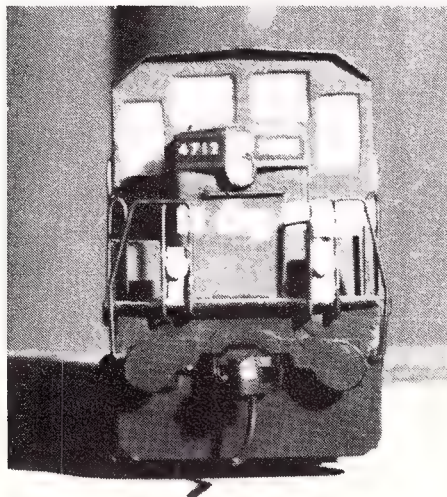
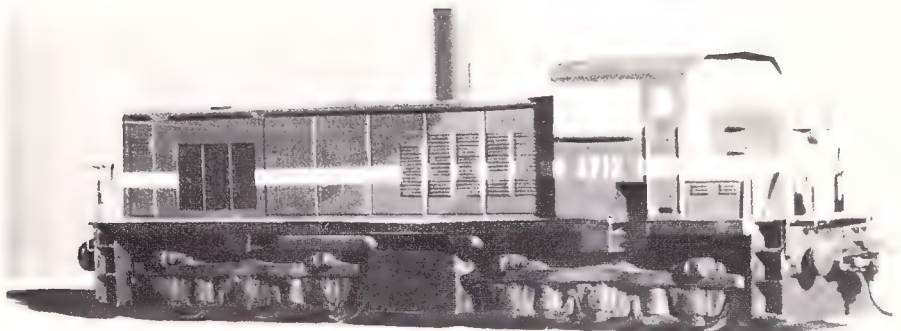
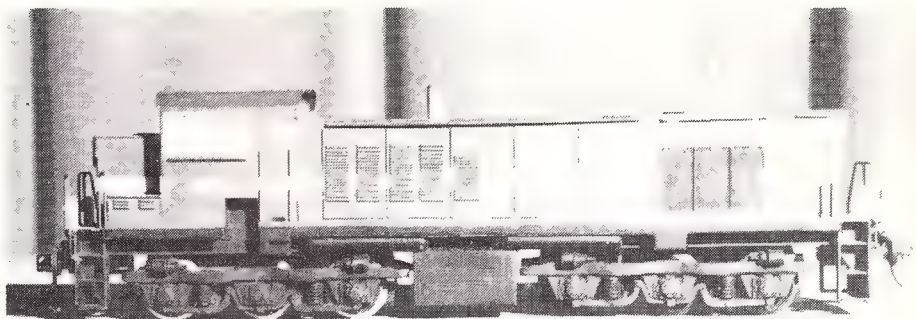
The sideframes are the last step before painting the model. Those who are familiar with the 47 class will realise how complicated these are. On the model they are rather simplified, but show a likeness to prototype. I cast the sideframes from Plastibond in a rubber mould, thus limiting the amount of detail to a certain extent. I used "Promould" for these, but subsequently have tried Silicone rubber which gives better detail reproduction, but a disadvantage is the longer curing time. Both of these compounds are available at "Daystar" at Rockdale in Sydney. Details of their use can be obtained from the manufacturer, as I do not feel qualified to extend this discussion into that area.

The master copy was made up using the axleboxes from the original sideframes which were modified to look as close to the 47 as possible. The top hanger was made from styrene laminations which were filed to the correct profile. Brake cylinders are glued to this. If the top hanger is made long at both ends, one end can be filed shorter meaning that only one master is required. The compensating beams are styrene, while the coiled springs can be made from a half round piece of styrene which has been cut suitably with a razor saw. This should now have a flat back which is glued to a flat surface, a fence built up around it and the moulding material poured on it.

Painting and lining is the same as for the 49 class. i.e. Floquil Tuscan red (8) and Reefer orange (2). This is sprayed on. Lining is done with MnJ decals for the bands while the numbers are from the RTM sheets. The PTC logo which although not correct, is also MnJ. (An article by someone on how to produce a coat of arms would be very helpful.)

Below the footplate is Humbrol Matt black, while MU stands and the edge of the large window is silver.

** (Basic construction was covered in the issue, and intended builders of the 47 class are referred to that issue. Editor.)*



S.R.A. of N.S.W.

A Versatile Locomotive

Article – Phil Collins

Plan – Roger Johnson



47, 48, 49... an unusual mixture. The observer's side of the 47 class is clearly shown in this photo by Graham Cotterall, where 4706, 48148 and 4904 head No. 547 to Dubbo up a grade north of Molong. (29.4.79)



4713 and 4716 at the head of No. 236 freight from Orange rounds a curve near Gemalla. This photo by Graham Cotterall clearly illustrates the front and overhead view of the 47 class. (1.10.78)

The N.S.W.G.R., after one or two experiments with imported diesel locomotives, established a policy in the 50's of purchasing locally manufactured diesel locomotives exclusively. Many economic and political factors influenced this but it did result in the majority of orders going to two manufacturers, Clyde – G.M. and Goodwin Alco. The corollary of this was that there arose two distinct groups of diesel locomotive enthusiasts, the G.M group and the Alco group. They would even sit in their respective groups at enthusiast slide nights and hiss and boo opposing factions' slides while the steam enthusiasts just sat up the back and cried.

However one event united these otherwise polarised groups; the placing of an order with A. Goninan and Co. Ltd. for 20 branchline diesel electric locomotives. Now both groups had a common enemy and it is now history that the checkered career of these locomotives gave their foes some reason to rejoice. In this article however it is proposed to ignore this bias and try to present an objective look at this class, and to show their popularity with their users.

Ordered in August 1971, the first unit took twelve months before emerging from Goninan's Newcastle workshops to begin extensive trials. The order was intended to replace the last steam locomotives working on the N.S.W.G.R. system, namely the Garratts and standard goods engines working the Newcastle coal roads. This is a point to be remembered as the story unfolds for it would appear they were a task designed locomotive.

The design was a result of co-operation between Goninan and Hitachi Ltd. of Japan; Hitachi providing design facilities and the electric, with Goninan building up the units which derived their power from a V16 Caterpillar engine. The technical details of componenture are listed in the specifications at the conclusion of this article. However it is worth mentioning that the 47 class was the first entire class of N.S.W. locomotives to use the AC/DC method of transmission of power and were also the first metric locomotive; that is to say, all drawings and measurements were in metric.

The appearance of the units also broke new ground for branch line units in that they have a similar hood and cab profile to the 73 class shunting locomotives. The short hood has a very low profile but still contains the toilet facilities of other hood units. The long hood is also of a low profile, made possible by the squat nature of the Caterpillar engine.

The main feature of the cab, besides its roominess, is the position of the doors; opening towards the side of the locomotive and not onto the running boards as in previous hood units.

The size and layout of the cab is a feature of the 47 class which has ensured their popularity with Western Division crews. The size allows very good air movement augmented by forced air ventilation and insulation, from both heat and noise. These factors greatly increase crew comfort in the hot Western summers. Like-

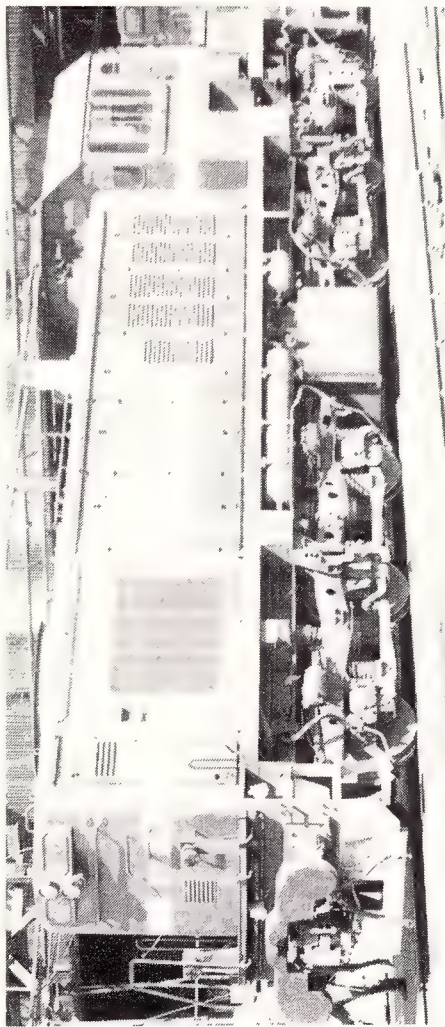
47 Class Diesel Electric Locomotive



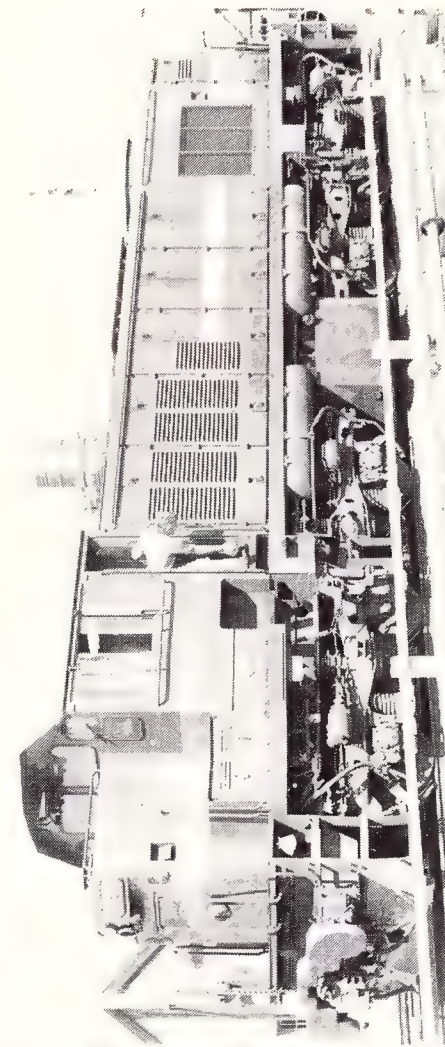
The 47 class at work on a heavy freight train, displaying the diversity of work in which the class participates. 4704, 44221 and 8008 roll No. 236 through Locksley on Sunday 13.5.79, Perth bound. Graham Cotterall photo.

While the photo above showed the 47 class at work on a heavy freight, the photo below illustrates light working, again with a 47 class in charge. 4712 leading an MLV van, an S wagon and an LHO brake van uphill on the now closed Oberon line, on No. 9 freight. Photo by Graham Cotterall. (25.8.78)





4719 at Bathurst Loco Depot in September 1979. Bob Gallagher photo.



Bob Gallagher photo.

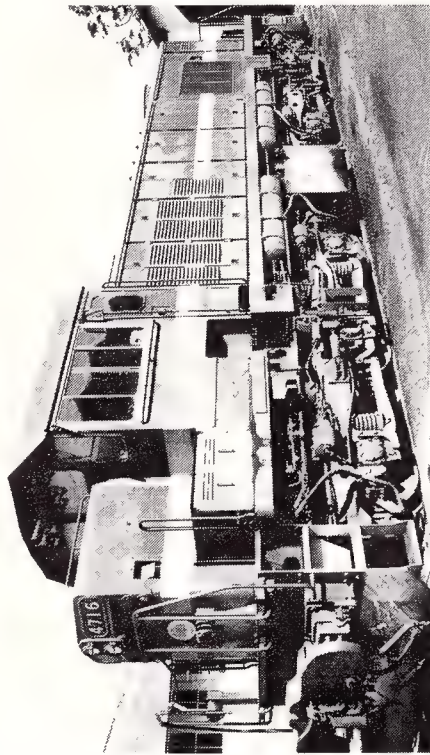


Photo courtesy of the State Rail Authority of New South Wales.

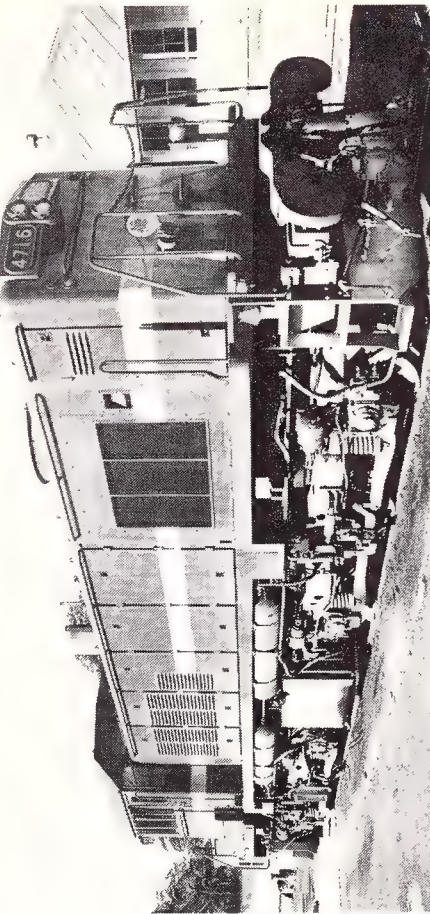
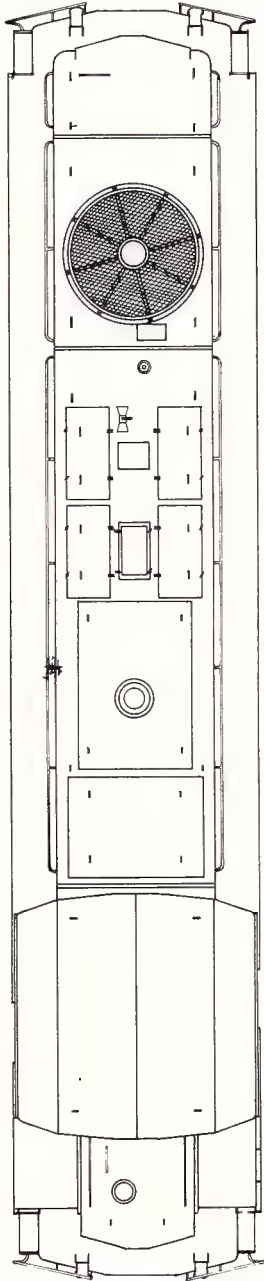


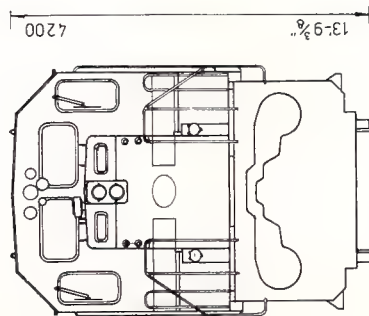
Photo courtesy of the State Rail Authority of New South Wales.

47 CLASS DIESEL — ELECTRIC SPECIFICATIONS

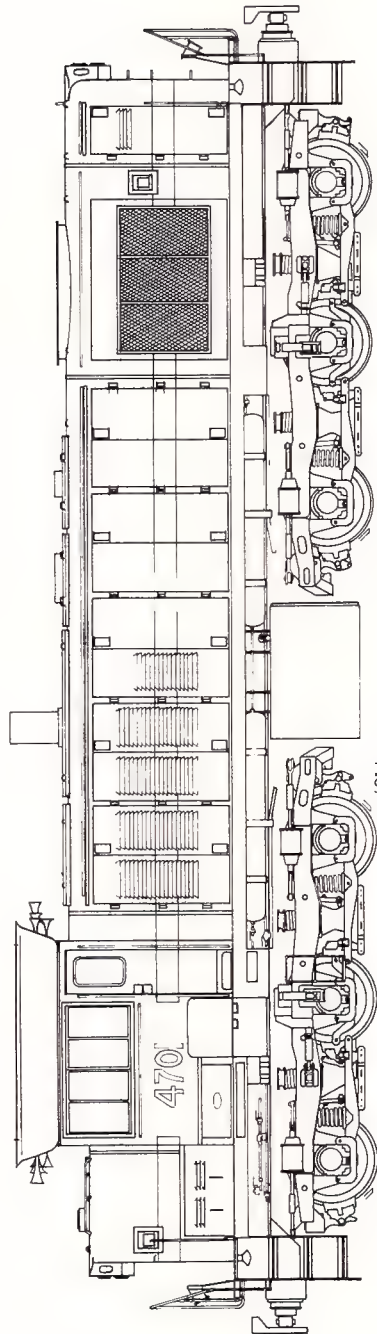
| | | | | | | |
|---------------------------------|---------------------------------|--|---------------------------------|------------------------------|--|-------------------|
| Builder | Class Nos. 4701-4720 | A. Goninan & Co. 22nd September, 1972 | PERFORMANCE | GENERAL DESIGN | Wheel Arrangement | Co — Co |
| | | | | | | |
| First unit in service | Tractive Effort at 30% Adhesion | 25 093 daN — 56,414 lbs | Tractive Effort at 20% Adhesion | Engine Model | Wheel Diameter | 1015mm (40") |
| | | | | | | |
| Tractive Effort at 30% Adhesion | Tractive Effort at 20% Adhesion | 16 729 daN — 37,610 lbs | Continuous Tractive Effort | Engine Type | Bogie Wheelbase | 3700mm (121½") |
| | | | | | | |
| Continuous Tractive Effort | Maximum Load and Speed on Grade | at 11.8 kmph — 17 107 daN at 7.3 mph — 38,460 lbs | Tractive Effort | Number of Cylinders | Distance between Bogie Bearing Centres | 8550mm (28'7") |
| | | | | | | |
| Maximum Load and Speed on Grade | Maximum Speed | 497 tonnes at 13 kmph. — 490 tons at 8 mph. — 113 kmph 70 mph. | Tractive Effort | Bore and Stroke | Length over Headstocks | 14000mm (45'11¼") |
| | | | | | | |
| Maximum Speed | | | Engine RPM Idle, Maximum | Turbo supercharged 4 stroke | Length over Coupling Faces | 15270mm (50'1¼") |
| | | | | | | |
| | | | Engine Power | 16 V. Formation | Height | 4200mm (13'9¾") |
| | | | | | | |
| | | | Tractive Power for Traction | 158.75mm bore — 203mm stroke | Width | 2834mm (9'4½") |
| | | | | | | |
| | | | Traction Alternator Type | 6¼" — 8" | | |
| | | | | | | |
| | | | Traction Motor Type | 650 1300 | | |
| | | | | | | |
| | | | Number of Traction Motors | 840kW 1125hp | | |
| | | | | | | |
| | | | Traction Motor Gear Ratio | 746kW 1000hp | | |
| | | | | | | |
| | | | Axle Load | Hitachi HI-508-Ar | | |
| | | | | | | |
| | | | Total Weight | Hitachi HS-366-Ar | | |
| | | | | | | |
| | | | | 6 | | |
| | | | | | | |
| | | | | 80:15 | | |
| | | | | | | |
| | | | | 14.2 tonnes (14 tons) | | |
| | | | | | | |
| | | | | 85.3 tonnes (84 tons) | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |



0 1 2 3 4 5 6 7 8 9 10 feet
0 1 2 3 metres



13'-9 3/8" 4200



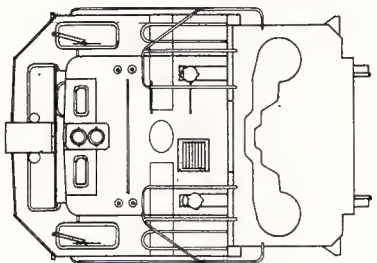
1'-10" 559

8712

14002

16'-0 3/4" 1848 5'-0 3/4" 28'-7" 45'-11 1/4"

40" dia 1016



9'-4 1/2" 1435 2857

S.R.A. of N.S.W.
47 Class Diesel
Scale — 87.1:1

DRAWN R JOHNSON 19 JAN 82



The 47 class also worked passenger trains, as these two photographs by Graham Cotterall illustrate.

Above: 4713 leads 4837 and No. 31 Central West Express around a curve into Newbridge. (15.9.79)

Below: 4702 is the motive power on No. 67 passenger to Mudgee. The usual two car diesel is replaced by wooden sixwheelers and a van for this Lithgow – Mudgee return trip. (24.8.78)



wise, the insulation, a very effective cab heating system, and the side doors thus eliminating drafts, make winter bank engine duties quite bearable. The vision from the high set cabs over the low hoods is excellent.

The 47 class also broke new ground in paint schemes as well, the scheme chosen being the simplest yet seen on a N.S.W.R. diesel. All over Indian red with a single yellow band around the body approximately half way up is the primary decoration, together with black bogies and undergear. The pilots are red with silver on only the lower half. Silver is used on the exhaust stack with yellow numbers on the cab side. A number of units, including 4703, had the cab roof painted silver to help reflect the western sun.

As mentioned earlier, the 47 class had a checkered career; some may say this is an understatement. However this should be looked at closely. They were a task designed locomotive, intended for coal road working in the Newcastle area but it was soon realised that the power advantage they had over the 48 and 48 classes could be an advantage on the undulating to hilly Western Division. One point was overlooked in this decision and that was how they would handle the increased temperatures of the West. History shows that it was poorly handled.

4701 was delivered in August 1972 and moved to Bathurst in October of that year. By August 1973 only five of the twenty units in service were not stopped for repair. The heat had taken its toll. Even in the very early days the units were seen working with hood side covers either open or removed. It took some time to eradicate the numerous problems associated with these units, but the main modification was converting the radiator plumbing from a series system (ie. through one radiator to the next), to a parallel system where the coolant was divided before passing through different radiators.

Additionally the radiator fan now runs while the engine runs and is directly coupled to the engine via a regeared gearbox and flexible coupling. Traction motor blower problems were also experienced in the early days but these have been resolved. Further, to assist when the summer heat is at its worst, the opening panels on the top of the hood were fitted with catches to secure them in the open position to assist in venting hot air.

With these problems solved the introduction to smooth running was now marred only by several minor problems associated with the power plant.

The only major events in the 47 class disaster file occurred in April 1974 when 4709, after a number of minor problems, suffered a severe electrical fire while working the bank engine roster on Tumulla Bank. The unit was subsequently withdrawn and later condemned in 1977 and scrapped in 1979. 4710 was also cut up in 1979 following a 1977 collision west of Parkes.

Once the bugs were reduced to a tolerable level the 47 class began to show themselves to be more than just useful locomotives. Particularly popular for the previously mentioned reasons, they were frequently seen as the lead unit on multiple unit workings on the West,

Continued on page 36.



4704 leads main line unit 4471 under a very unusual road bridge near Wambool on No. 259 freight. G. Cotterall (15.9.79)



This portrait of 4715 illustrates the driver's side of the cab and bogie detail of the 47 class. Railway-wise this photo by Bruce Mead shows the driver awaiting the guard's next instruction to run his units (47 + 48 + 49) around the Werris Creek bound 7U23. (Friday 17.4.81)



Until their transfer from the Western Division, a 47 class could always be found on banking duties out of Bathurst. Here 4711 banks 8004 and 4714 up Raglan Bank, Sydney bound on No. 510 bulk wheat. Graham Cotterall photo. (26.4.80)

MAIL BAG

Continued from page 27.

explained things clearly, logically and encouraged people to ask questions. Again the personal touch was appreciated by the paying customers, and that can only be good for the hobby. Yet I wonder if exhibitions do miss the mark somewhat in portraying model railways as a creative and therapeutic pastime. I don't think organizers take full advantage of the possibilities of educating people to the degree of variety available for enjoyment in a single hobby. The Camberwell show is not the worst I have seen but although it is probably the largest annual show in Melbourne it is not necessarily the best either.

In coinciding with Melbourne's Moomba celebrations each year it is probably fair to say that a large number of visitors attend the Camberwell show through curiosity and with little or no knowledge of model railways beyond the basic train set. Bearing in mind that any exhibition should be demonstrating the hobby from the viewpoint of public relations, what do the patrons see? Most exhibition layouts are 'tail chasers' with trains moving endlessly round and round with the boredom registering on the faces of the operators. The only change to the scene is when a train comes off the road more than likely as another train is passing in the opposite direction. In deference to Murphy's Law the requisite number of young kids is usually on hand to savour the delights of 1:87 mayhem and usually end up asking for a repeat

SRA of NSW 47 Class Diesel.

Continued from page 35

whether on the branchline wheat specials or mainline interstate freights. Nominally based at Bathurst, they worked all of the branches and the mainline as far as Bogan Gate and the Tottenham branch. The cross country branches of the West saw them in such widespread locations as Cootamundra, Werris Creek, and even Moree. Very seldom have they been seen in Sydney due to a tendency to work the Dubbo area in later years and some might say to keep them close to Cardiff Workshops.

With the development of the Ulan mines and the introduction of coal trains from Gulgong to Newcastle via Werris Creek, the 47 class began to appear more and more on this working. Finally in 1981 came the instruction for the 47 class to be transferred to Broadmeadow. As if the locomotives had knowledge of this they began failing at an alarming rate. However by the end of 1981 the 47 class roster had returned to respectable numbers and were regularly working the B.H.P. coal trains over Government metals as well as working to the Maitland area, and even as far as Werris Creek.

A number of enthusiast specials have been worked by the 47 class including an RTM tour to Port Kembla and Moss Vale, but rather ironically only due to the previously requested 49 class failing. The attention the 47 class has been given from enthusiasts has not always been bad. The nickname of "Eau-de-Cologne" was naturally bestowed on 4711.

Now back on the metals for which they were originally intended, it seems the majority of modellers will get a greater opportunity to observe the 47 class in action.

A diesel era layout of Western New South Wales or the Newcastle area would not be complete without a 47 class model.

Acknowledgements: The versatility of the 47 class is clearly illustrated by the fine photographs supplied by Graham Coterall and Bruce Mead. Thanks are also due to Ron Preston and the various contributors to the (Australian Railway Historical Society, N.S.W. Division) Railway Digest for supplementing the author's notes.

performance, the destructive little devils.

But someone knowing little of the hobby in seeing such layouts must wonder what satisfaction we modellers do get from it. Surely it must be possible to indicate with a layout or two some of the alternatives to 'tail chasers'. An example of such a layout was a point-to-point LMS based L shaped effort displayed at Camberwell about seven years ago which demonstrated publicly that not all layouts have to be circuits. The same layout was well developed scenically and made good use of commercially available and scratchbuilt buildings and structures. The main attraction for me was the demonstration of the possibilities of prototypical operation by means of a timetable, bell codes and a 'hot' clock. The layout was noticeably different and the crowds gathered round that one layout, were about four deep continuously in the four hours I spent at the exhibition that year. It was an unconventional layout as far as exhibition layouts are concerned and nothing quite like it has been seen at Camberwell since. Why not?

I think the hobby stands condemned by not allowing some exposure of the less conventional areas of model railways in a public exhibition which is just the place to demonstrate the diversity which is there. For example, layouts which use proprietary equipment more extensively than a basic oval and some sidings; or others which use some form of timetable either sequential or using fast clocks, or a freight yard which demonstrates the fun of shunting.

I know that organising an exhibition is a labour of love for the club or individuals concerned, so before I am stamped on from a great height by irate organisers I would like to offer to conduct or assist in making a survey of the opinions of visitors to a large exhibition such as Camberwell through an appropriate questionnaire. As far as I know nothing like it has been attempted before so I am willing to stick my neck out.

In the meantime may I appeal for careful thought concerning the aims of mounting exhibitions and a better balance in the types of layouts chosen for public showing so that the hobby rises a bit higher than the image of 'just playing trains'.

Graeme Inglis,
Box Hill 3128.

Sir,

I have a great like for your magazine and look forward to each issue as I have found it a great help to my modelling.

What I have in question is, where can I get a few MRC 'AE' coaches. I have looked high and low for some, all to no avail. Could some person help me to obtain a few, and while I think of it everyone is building goods wagons but what of the country cars like 'AW', 'BCPL', 'AE', 'BE', 'IMBS', 'CE', or 'VP'. What of it BGB or BGM.

John Smithers,
Dampier 6713.

Casula Hobbies (an AMRM advertiser) still has stocks of the VR 'AE' coach kit and Broad Gauge Bodies have produced a VR 'VP' kit (Reviewed AMRM May/June 1981). — Editor

Sir,

I wish to correspond with modellers interested in the following subjects:

- Sn3½ layouts and models of New Zealand, South and Southern Africa, Australian narrow gauge;
- Swapping station track plans of the above countries.

There must be someone interested in prototype track plans. In my journeys overseas I have gathered a number of South African plans from observation but need more to cover my specific interests in secondary, cross-country and branch line junctions, terminals and other through stations, particularly ones where out-depot engine sheds exist.

I am happy to copy some of mine in return, for those genuinely interested in South African layouts. I need Cape Western, Orange Free State layouts in particular.

Looking forward to positive feedback.

Greg Morris,
28 Boronia Rd,
Bullburra 2784.

Sir,

Articles in AMRM occasionally refer to DATA SHEETS for locomotives and rolling stock. As I am interested in scratchbuilding, I can see how valuable Data Sheets can be.

However Data Sheets do not seem to be mentioned by any of your advertisers, so I would appreciate your

telling me where they can be obtained.

Geoff Moran,
Willoughby 2068.

DATA SHEETS are a series of high quality scale drawings of NSWGR equipment. The plans have been out of print for a few years (due to an overseas trip by the draughtsman) but are due back on the market soon. — Editor.

Sir,

The old chestnut about the point to point versus tailchasing, like the poor, is always with us. Many maintain that tailchasing is the only thing for an exhibition layout but we devotees of point to point or, as some of us would have it, prototypical layout believe we have a method for bringing such layouts alive in the imaginations of the viewing public. We refer of course to the addition of a live commentary. Not an original idea, it's been tried before with varying degrees of success but for some reason not persisted with or properly developed.

Our experience with the North Shore Railway Modellers Association's (Sydney) fine scale, O gauge, Midland Railway (Circa 1907) layout over the past couple of years has convinced us that ordinary 'train players' armed with a reasonable commentary and a few sound effects can entertain and hold a crowd at a layout for extended periods of time.

A grotty little O-6-O shunter placing an open wagon at the buffers can be guaranteed to bore the public straight off to the next layout, but tell them why it's being done, who built the loco and when or even what the driver's name is, at the same time popping in a tape of a whistle sound or some buffer clanking and every eye will be glued to the action. Despatch an express from the platform with the shrill sound of the guard's whistle, a "hurry on please" in a broad accent, a blast of the loco's whistle, a deep accelerating chuffing sound with just a touch of slip, dipped in volume as the loco passes under the bridge, then faded to a second loud speaker further down the line as it passes the signal and finally finish with the rattle of the wheels as the last coach disappears into the fiddle-yard tunnel and you've got 'em for about an hour!

It can even help the operating too. If the commentator follows the sequence cards just slightly ahead of the operators he can actually prompt those running the trains by describing in advance what they have to do next, resulting (sometimes) in almost perfect operation. Foul ups, shunting tangles or, dare we admit it, derailments can be explained to the viewers and frequently adds to the entertainment as they watch us struggle to get out of trouble.

We suggest you give it a try, others are, just don't be scared speechless when you look up and see them six deep all along your layout.

Graeme Lewis and Robert Grime,
Guildford 2161.

Sir,

I read with interest your article in AMRM (August 1982) dealing with railway modelling in New Zealand, and wonder if perchance you are able to supply the addresses of the model firms 'Rojo Kits', 'Railmaster' and 'Junction Kits' in New Zealand. It is extremely difficult to locate these firms from Australia since I have yet to come across any NZ modelling magazines.

D. Atkinson,
Watson 2602.

While we are at present unable to advise the addresses of the above listed firms, we are able to advise that most of the kits made by the three are available from the Christchurch Model Centre, PO Box 13-255 Armagh, Christchurch, New Zealand. They accept Australian Bankcard.

The only model magazine available in New Zealand is "The New Zealand Model Railway JOURNAL" and is only available for members of the New Zealand Model Railway Guild. Details from The Secretary, PO Box 1183, Hastings, New Zealand. — Editor

Sir,

While I'm writing I would like you to know how much I appreciated the article — A Modelling Holiday.

Martin Murden,
Macleod 3085.

Sir,

I refer to a letter in your April, 1982 AMRM from Ron Cunningham called "Old wagons do not always end up at Sims". In view of the request at the end of



These two Shell wagons were photographed some years ago in a train at Lithgow coal stage. The leading tank wagon is #62, which has a 5000 gallon (about 22,500 litre) tank of elliptical cross section. The wagon behind it is from the batch #117 to #120 and it has a cylindrical tank of exactly half the capacity of #62. (Photo: Late C. C. Singleton; ARHS (NSW) collection.)

| Drawing # | Owner | Wagon #s | Remarks |
|------------------------------------|-------------------------|---------------------------------------|--|
| Departmental wagons — | | | |
| 282 | NSWGR | L973-977, L100-1011, L451, L638, L645 | 2500 gal, ex-BAOC, Murrurundi; 4w, wood frame. Similar to above. |
| ? | NSWGR | W482 | |
| Private owner tank wagons — | | | |
| 12+ | Ammonia Co of Australia | 22 | 2800 gal, larger version of above. |
| 49 | Atlantic Union Oil Co | 1-10 | 5000 gal, 4w, elliptical tank. |
| 50 | ditto | 3 and 9 | as above, bogie frame. |
| 114 | Shell Oil Co | 26-32, 37-86 | 5000 gal, 4w, elliptical. |
| 116 | ditto | 87-8, 90-92* | 5000 gal, bogie, ex-Fell |
| 117 & 8 | ditto | 93-100 | ditto |
| 119 | ditto | 101-116 | 3000 gal, 4w, steel frame ex Fell. |

* 89 had apparently been scrapped when diagram made.

+ Diagram only. A photo of this wagon shows it *without* bracing.

| Drawing # | Owner | Wagon #s | Remarks |
|-----------|--------------|----------|--|
| 120 | Shell Oil Co | 117-120 | 2500 gal, 4w, wood frame, ex Fell; similar to departmental wagons (see top of list). |
| 123 | ditto | 147 | 2100 gal, 4w, wood frame; shorter version of above. |

the letter for more information, I am taking the bait by advertising the following:

The wagon pictured is of a type dating from the 1920s. One interesting feature is the tank, which has an elliptical cross section. This shaped tank had higher capacity (5000 gallons) compared with a cylindrical-shaped tank of the same length (2500 to 3000 gallons). I have not seen any commercially made models of this type.

At least two private oil companies used these vehicles. Shell had 57 of them (numbered 26 to 32 and 37 to 86, old system numbering) while Union Oil (later Atlantic Union and today called Esso) had 10 (numbered 1 to 10). The Government system also used a few elliptical-shaped tank wagons, but the one photo I have of one shows it to be of a different type and without end bracing.

The Shell wagons were obtained over a number of years, the later ones, at least, coming from Clyde Engineering in orders of 3 to 6 at a time and some using imported components. These orders ended in 1927, when Shell (then Known as British Imperial Oil Co) took over the assets of John Fell & Co. These assets included some 34 tank wagons of several types, which were renumbered 87 to 120 by Shell. When Shell came to buy new tank wagons again some years later, the vehicles ordered were more modern bogie types of higher capacities. All of the old elliptical tank wagons are now out of service, as are all the ex-Fell wagons.

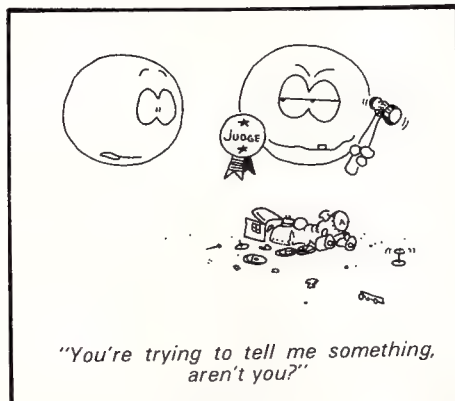
The Union Oil wagons were built as one batch in the 1920s and all have since been withdrawn. Two tanks were reframed as bogie wagons, but these were also out of use when I last saw them a few years back.

As well as the example at Orange (I do not know its individual prior history), there is another one at Corrimall on the Illawarra line. Unlike the wagon at Orange, which has been repainted an all-over black, the one at Corrimall still sports its old "Shell" and colour scheme under some considerable grime; I don't think I could decipher the number.

Mr Cunningham's letter also mentioned similar wagons being used on the Wolgan Valley Railway. My own research has centred on wagons used for the oil shale industry, but to my knowledge the elliptical-tanked wagons were not directly associated with that industry. However, most *cylindrical*-tanked wagons with mid-tank end supports and diagonal bracing were. These include all 34 wagons acquired by Shell from Fell (and these included 2 types of bogie wagon) with the addition of about another 20 wagons built for the British Australian Oil Co (of Murrurundi and Hamilton), which were later acquired by the Government system.

Outline drawings of most vehicles mentioned are available from SRA archives and brief details follow. It must be mentioned that the list may not be exhaustive for wagons of the type dealt with.

There are also other 4-wheeled wagons, but without end-of-tank bracing and diagonal strapping. These include Shell #33-36, the subject of your Sept/Oct 1980 article. In general, however, this lack of bracing usually indicates are more modern type of



tank wagon.

A photo of one of the wagons in service is attached and is of particular interest as it shows one of the cylindrical tanked wagons for comparison. A further selection of photocopied photos is also included, which may give an indication of what is available, in case you wish to expand the above notes into a prototype drawing article.

Allan F. Watson,
Sydney 2001.

Sir,

The biggest problem on my HO scale model railroad is one of cleaning tracks. The method I use at the moment is dipping a rag in metho and rubbing the rails with it, but this does not seem to help at all. As I'm only twelve years old I cannot afford fancy anti-oxide chemicals and the such, but I was wondering if you could suggest one sure way of keeping rails dirt and oxide free.

J. Ozer,
Abbotsford 3067.

There is no known way of actually keeping rails completely free of dirt and carbon build up. Each and every one of us must, at some time, rely on a method of physically cleaning the track. Whilst not intentionally promoting the product, might I suggest the purchase of the Peco Track Cleaning Rubber, available from all hobby shops for about \$1.20 or so. It is probably the most widely used appliance in the hobby. Editor.

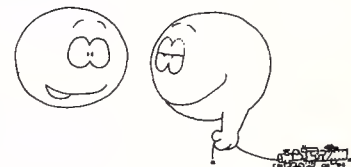
Sir,

I am writing to tell you how much I dislike your magazine.

In the 'Progress with Prospect' article in the August issue, 1982 written by Bob Gallagher I was shocked to see how the "Gorree & Daphetid" was misspelt 'Gore & Debhetid'. I don't think the late John Allen deserves this. I won't be reading AMRM again.

David Dunn
Bowna 2644

Regretably this error, a typesetting mistake, was overlooked in the various stages of proof reading. We sincerely regret any imputation to the reputation of the late John Allen, and accordingly apologise. — Editor.



"I hear you've got a new workaround control setup!"

IMPORTANT NOTICE

The State Rail Authority of New South Wales recently issued guidelines for the photography of railway subjects and inspection of railway property.

The Authority appreciates the interest taken by the community in its operations. Nevertheless, certain rules must be enforced for legal, safety and other reasons. Consequently, readers should take notice of the following matters:—

(a) Persons wishing to take photographs on railway premises or conduct inspections on such territory are required to initially report to the officer-in-charge of the station, workshop or depot concerned and sign an appropriate indemnity form. As visitors to these establishments will need to be accompanied by a designated railway employee, it will be of benefit to the railfan to make prior arrangements for the visit. This will ensure that an escort can be made available at the desired time.

(b) On railway property normally accessible to the public, such as stations and platforms, the State Rail Authority has issued instructions to staff that nobody should be restricted from using cameras except where they may cause a hindrance to other members of the public or interfere with the conduct of railway operations. Photographs for commercial purposes can only be taken if application is made through the SRA's Corporate Relations Manager.

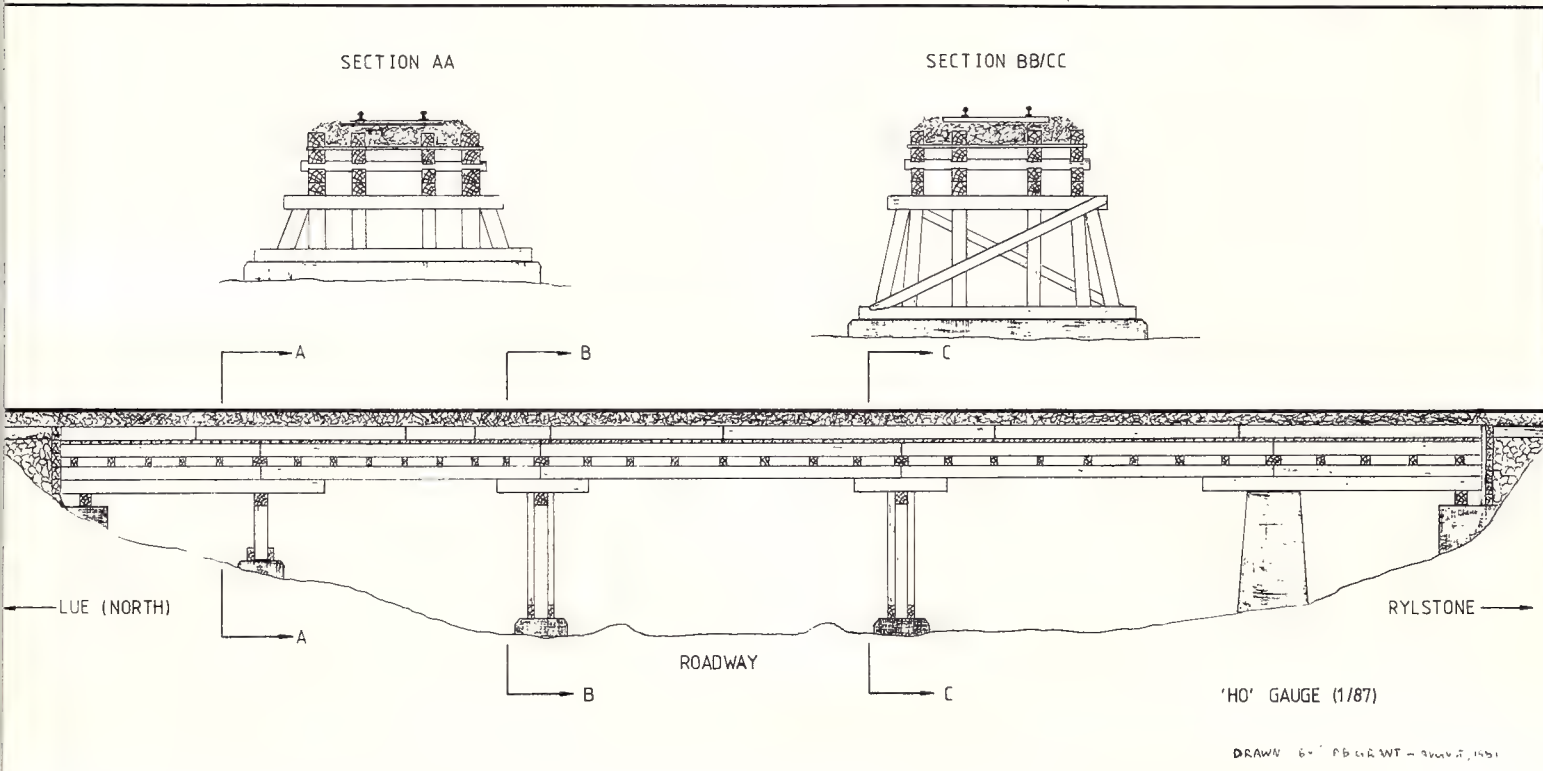
BRIDGE AT RYLSTONE

A small ballasted trestle that carries a rail line over a minor dirt road. Ideal for a model.

P. B. Grant.



The conditions were slightly damp when this photo, showing the dirt road, was taken. The below photograph illustrates the same elevation of the bridge as shown by the plan.



Rylstone is a station on the Wallerawang to Gwabegar branch, in mid-western New South Wales, 257 kilometres from Sydney. Rylstone has an interesting rail system which would be ideal for the basis of a layout.

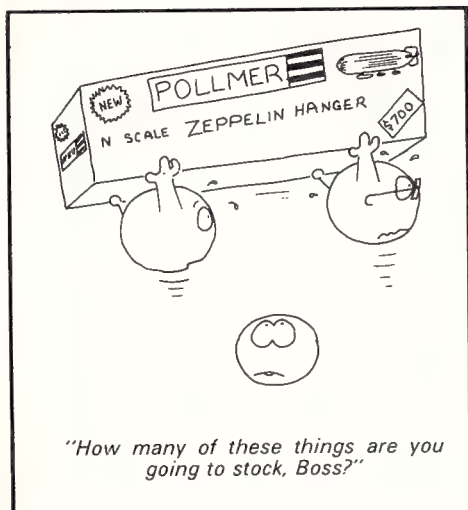
To the north of Rylstone lies two bridges, one a steel box girder bridge which spans the Cudgegong River, and a well used timber trestle, which forms the basis of this article.

The trestle carries the single line track over a minor dirt road which heads off to the east. The trestle is 107 feet long and has a height above the road of 11 feet 3 inches. The timber structure is built from, in the main, 12" x 12" hardwood, while the longitudinal stringers are 6" x 9".

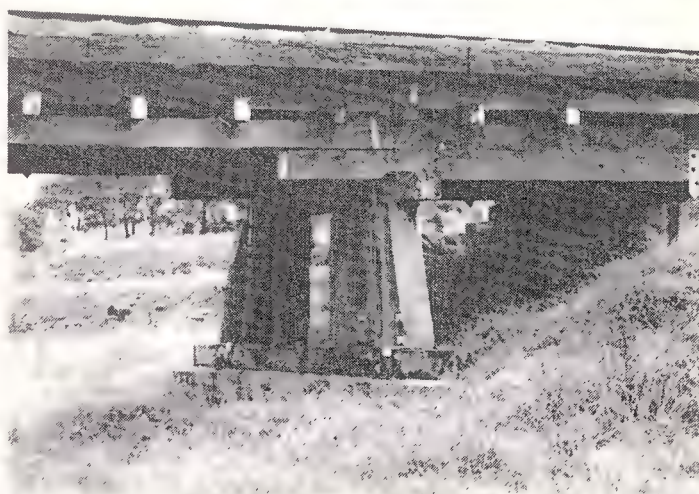
The interesting aspect of this trestle is that the track is ballasted, this style of trestle being rather common on this line, as well as other secondary lines in the state.

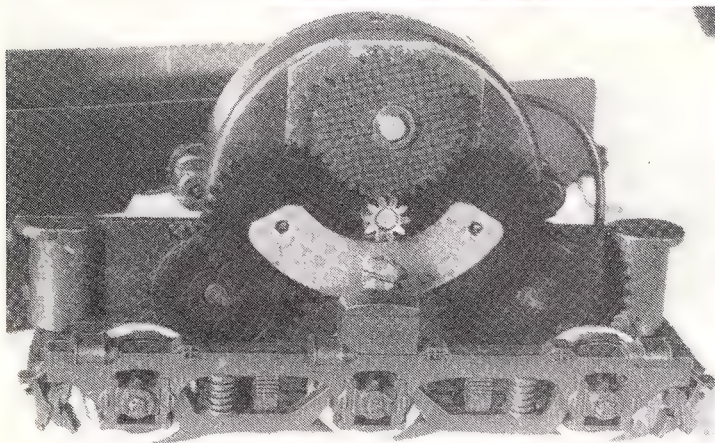
The embankments are held back by concrete and sleeper built abutments and the timber work of the trees trestle is supported on timber bents and concrete columns, although the age of the concrete suggests that it has been a recent (modern) repair to the structure.

A model of the structure could be readily built using scale timber (Kappler, Northeastern) or balsa and P.V.A. (Aquadhere) glue as basic materials and detailed with bolts, nuts and washers (1") which are available in styrene form (Detail Associates).



Top: The Rylstone end abutment, illustrating the use of concrete as a support. Centre: The Lue end abutment, illustrating a timber bent for support. Below Right: Side elevation of the Lue end abutment and bent support. Below: Close-up view of the main bent. Note the extra detail that could be added to timber shapes to lift a simple model of a bridge to a masterpiece of scenic detail. All photographs by the author.





Lima Co-Co power mech with gear conversion by Concord Hobbies. The new fibre gears are on the top level and the lower bracket is used to retain all other gears in place.

Gears for the Lima Co-Co diesels (HO scale) by Concord Hobbies, 43 Currawang St, Concord West 2138. Price: \$4.95.

The Lima Co-Co power driven diesel has always been a maligned model in the form of the motor — 'Couldn't pull the skin off a rice pudding' and other comments were constantly passed. To overcome the problem of poor pulling power many modellers have thrown the Lima mech away and at fair expense, repowered the models with better powered mechs.

Concord Hobbies however did not share the pessimism that the motor lacked power, believing that a gearing deficiency was the problem. They set about and proved this theory right by manufacturing a number of test gear sets, running prolong tests and then releasing a gear set that effectively drops the speed of the Lima mech and, with a suitable addition of extra weight, increased the hauling power of the diesel by over 100%.

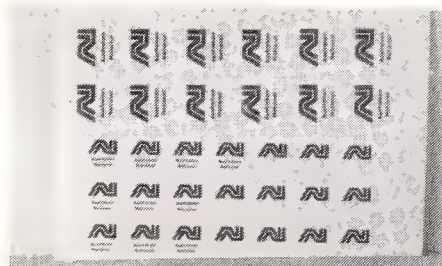
The gear set comes supplied in a poly bag and is accompanied by a brief set of modification details. The gear set includes a brass pre drilled and formed gear carrier, main gear and retaining washer, drive gear and two train gears.

Modification is straight forward and takes under an hour to complete with few basic tools. The modification instructions are brief and disjointed but they can be understood after a little concentration. Care must be taken with the removal of the armature gear and the motor should not be reassembled unless the armature is free of any binding.

Performance-wise the result is tremendous, with speed of the motor down near that of a 'imported brass' engine and the hauling power equivalent if not better than average. It was possible to even 'stall' the motor, with extra weight and an excessive load.

For the cost of it, this modification is a must.

Graham Ball and Bob Gallagher.



Decals for Australian National Freight emblems in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$1.10.

This decal pack (Set No. 32) provides 685mm (27") and 900mm (35½") emblems for Australian National freight wagons. Screened gloss black onto a clear backing there are 12 900mm emblems (with Australian National printed below), 10 685mm emblems (again with A.N. printed below) and 11 685mm emblems on the sheet.

The larger emblems are 5mm high and the smaller 3.6mm high, both correct in scale size. The reproduction of the decal is top rate, there being no evidence of fuzz or breakup of lettering and, considering that the smaller 'Australian National' lettering is about 0.75mm high, this is a remarkable achievement.



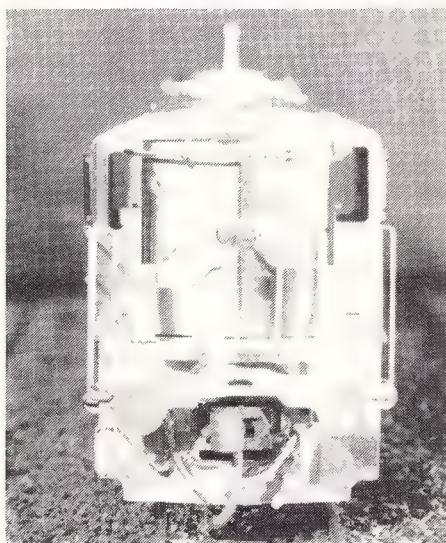
Left-hand side of 48 class by Bergs.



Right-hand side of 48 class.

The decals readily transfer off the backing paper by following the printed instruction on the rear of the flap. The decal does not break up or curl during application, nor is the film too thick. A fine product for the modern image modeller.

Bob Gallagher



48 class, No 1 end.

HO Brass 48 class Diesel Electric Locomotive (NSWGR/PTC/SRA). Model by Samhonsa of Korea for Bergs Hobbies, George Street, Parramatta. Price: \$265.00.

The 48 class diesel electric locomotives were first introduced to the NSWGR in September, 1959. By the time the last unit, 48165, entered service in 1970 the class had long since become the most numerous diesel class in Australia. Variants were also purchased by the South Australian Railways (74) and the Silverton Tramway (3). The unit 27 of the Silverton Tramway is now 874 of the AN (ex SAR). SAR units have in the past and still currently serve with the SRA (ex NSWGR).

The prototype is a light line 1050hp unit that serves throughout the state, with the exception of the Parkes-Broken Hill line. It is not surprising in a class of 165, issued to traffic over a 10 year period, that some variations would arise. In fact the class can be broken into three groups 4801-45, 4846-85 and 4886-48165.

The model is representative of the second group. The original run of this model in 1972 (also by Bergs) was more representative of the early group. A conversion kit at \$8.95 is also available to convert the unit to a third series locomotive. Similarly the model can be used as a basis for an AN (SAR) 830 class.

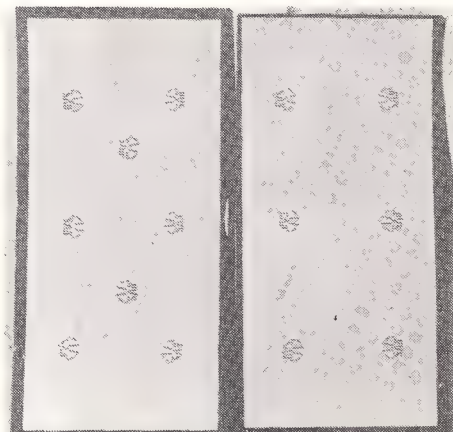
Dimensionally the unit is very good, with the buffing plate in its extended position being the only dimension out of scale. The model weighs in at 390 grams (original model at 300 grams) and performs excellently. The additional weight, ideal gearing and an excellent Cannon can motor gives very good operational performance. The maximum speed is realistic and the unit can be used most effectively

in the shunting mode, as in the prototype.

Appearance is also of a high standard. The photo-etched body is complemented by numerous lost wax castings including the pilot and the excellent bogie side frames. The new mechanism allows for full fuel and air tank details. Further, many other detail improvements have been made over the original version.

In summary the model looks good, performs well and is recommended to those requiring an all purpose diesel for their layout.

Phil Collins



South Australian Railways preprinted tarpaulins, in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$6.00.

These two sets of tarpaulins are a further addition to the BGB tarp range as reviewed in the August 1982 issue of AMRM.

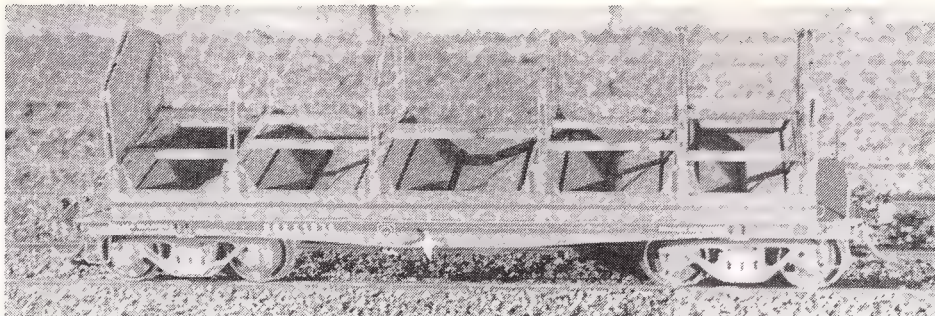
Although they are made of the same materials, and the same method of reproduction used (and as such other comments re the BGB tarps apply) they differ in size and logo. Naturally an SAR tarpaulin would have the SAR piping shrike emblem upon the canvas. But the SAR also used a different size canvas. The canvas size is 108mm x 50.5mm. The emblem is 5.5mm high and included in the pack is five sheets with two rows of emblems and five sheets with three rows of emblems.

The SAR range is supplied in two colours. Set No. T10 is a golden yellow shade with black emblems and Set No. T13 is a bright green canvas with dull yellow emblems. The paint base, and emblem reproduction is excellent, all linework being fully formed.

Also included in the pack is two decal sheets and an information sheet detailing the numbering and marking of the SAR tarpaulins. One sheet supplies stencil format 2.1mm high numerals and the other elongated crosses. All decal work is clean and sharp and transfers easily off the backing paper without undue curl or stretch. An illustration on the information sheet indicates the position of the crosses and numbers. From the decals it is possible to obtain set numbers in one piece. Yellow decals are supplied for the green tarps while black decals are supplied for the yellow tarps.

These tarps are an excellent addition to the BGB range.

Bob Gallagher



A completed Rails North Model 'NCX' coil steel carrier. The additions to the basic kit includes the Prototype bogies, the centre tarp supports and the decaling. Details in text.

NSWR 'NCX' (NCNX) coiled steel wagon kit by Rails North Models. Available from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool 2170. Price: \$14.95.

The NCX wagon is a 36ft (10.98m) long wagon that was rebuilt from MLV underframes for the Public Transport Commission. They entered service painted PTC blue and repaints have seen some in SRA red. The wagon is fitted with five cradles for carrying coils of steel. Generally, while in transit, the steel is either covered with a tarp over the top of the tarp supports or (if the supports are not in place) laying over the top of the coils. The wagons were numbered 31661-31675 and 31901-31930, 45 units in all, although there were 50 on the records in mid 1980.

The kit represents the wagon without the four centre tarp supports. Except for the wire (supplied for grab irons, end supports, etc) all components have been cast from epoxy resin. These parts include the underframe, (complete with cast-on underframe detail), the deck (complete with cradles and tarp support brackets), end sections, braces, brake handles and a wire forming jig for the tarp supports.

All parts are square, flat and free of casting defects. Very little flash is evident, the underframe and deck sections being formed with a flat back (which eliminates most flash and provides for a neat marrying of both sections).

The quality of the detail is very good, and includes most of the detail usually applied to recently released Rails North Kits. This includes the underside brake gear, including triple valve, coupler release mounting brackets, removed buffer mounting holes (fishbelly MLVs were fitted with buffers) and main frame mounting lugs.

Following the illustrated instruction leaflet the kit "fell together", and was only time consuming in adding the detail. While the review sample was built to the full extent, as supplied the kit took only a few hours to complete. The forming of the additional tarp support wires was made easy by the inclusion of the former.

Prototype bogies were fitted adding to the weight of the model (total 62 grammes), the PTC blue applied and the model decaled with a selection of BGB and M'n J decals. Completed it is a superb modern wagon that tracks true. The recommended Kadee No. 5 couplers glue into place at the correct height.

Graham Bell

Vicrail Locomotives 1982. Published by Railmac Publications, PO Box 290, Elizabeth, South Australia. Price: \$1.80.

This book is the second title in the Railmac series to be revised and updated as its previous issue ran out of print. This issue contains 20 pages and is again to the size of 215mm x 150mm.

As Victoria has not taken delivery of any new locomotive classes since the book was first issued, this new issue is largely identical in content to the first — the only difference being the substitution of photos of each class of loco plus the inclusion of information (and some photos) on operating, or proposed operating, steam locomotives D3, K, J, and R classes).

Nonetheless it's a handy little reference book and an addition to this popular series.

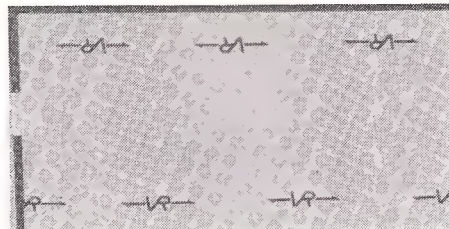
Allan Brown

Rails To The Top End, by Robin Bromby. Published by Cromarty Press, Sydney. Available from the ARHS Sales Centre, PO Box E129, St James 2000. Price: \$4.50.

Sub-titled "The Adelaide-Darwin Transcontinental Railway", this 64 page 147mm x 208mm soft cover book sets out to outline a brief history of the railway line to Darwin. The text is aided by maps and illustrations (black and white) and details the building of the narrow gauge line to Alice Springs and the line from Darwin to Larrimah. There are a few brief notes covering the war years (when the line was used to its maximum) and the rebuilding of the new standard gauge line to The Alice and then onward to Darwin.

For the modeller there is plenty of interest in the book, especially the photographs which cover more than the front of the locomotive (a much overused view used by most railfan photographers). Included in the photo format is scenery, structures, rolling stock and a camel or two. As most photos used are rather old, basic reproduction is not good. But the more recent shots, including the coloured cover, make up for any deficiencies. The cover also provides the added bonus of illustrating the front end view of an NT class diesel electric loco.

Bob Gallagher.



Victorian Railways preprinted tarpaulins with large emblems, in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$6.00.

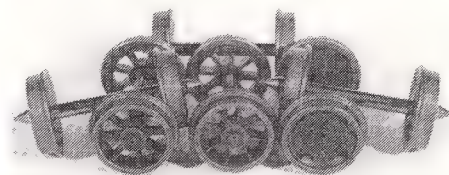
These sets of tarpaulins are a further addition to the BGB tarp range, as reviewed in the August 1982 issue of AMRM.

They are supplied, 10 to a pack, each pack including an illustrated information sheet which describes a method for forming the tarpaulin shape. The base material is 0.15mm thick aluminium sheet which has been coloured (sprayed) with the base colour and the two rows of VR emblems applied. The emblems are 17mm x 3.5mm and are reproduced very clearly in black. The base colour is yellow (Set No. T8) and shaded yellow (Set No. T9). The yellow is a solid bold colour, similar to that carried by newly painted 'GY's'.

The size of the sheets is 104mm x 55mm, a black border being provided as a guide to the canvas size. Reproduction is superb and as described in the first review on these tarpaulins the base material is very strong. The paint does not show any sign of flaking despite intentional abuse.

A fine addition to the BGB range.

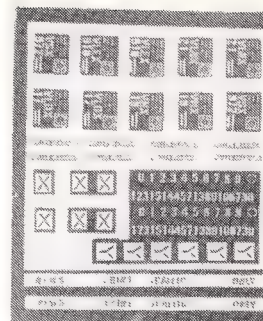
Bob Gallagher



10.5mm disc and spoked (8 to 10) wheels in 16.5mm gauge by North Yard Model Railway Parts, PO Box 27-368, Mt Roskill, Auckland, New Zealand.

North Yard are the manufacturers of wheels which have in the past been aimed specifically at the popular NZ modelling scales, 'S' and '9mm' ('O'). The smaller 10.5mm wheel used by the 'Sn3½' modellers (luckily 16.5mm gauge (found favour with Australian modellers, especially when McBees Hobby Centre promoted and encouraged a ten spoked version (of the standard NY 8 spoke wheel) for the Australian market. One visual problem with the standard NY wheel was the tyre thickness, which was portrayed by the brass tyre and the plastic centre.

Happily North Yard have chosen to improve the thickness of the tyre, and in doing so have also had to change the wheel centres. North Yard wheels are plated brass tyres, with moulded plastic centres fitted onto plated brass pin pointed axles. The range of 10.5mm wheels includes an eight spoke, a ten spoke and a disc wheel. A wheelset includes two wheels



Broad Gauge Bodies have been adding decals to their range of body kits since October 1981, setting a high standard of component supply. BGB have also been producing and adding decals to those kits released prior to October 1981. The above photo is an example of the standard of decals included in most of the BGB range of kits. The photo is the VSX/VHX decal set and the old and new coding system is catered for. The decals include the bogie exchange 'X', and the fast speed 'Y' as well as 'roller bearing' wording for positioning above the bogies. The only BGB kits without decals is the SAR 'SE' van and 'SGMX' wagon.

The provision of decals allows the average modeller to finish the kit to a high standard. BGB have started the ball rolling and Camco have joined in as well. Word to hand suggests that certain other manufacturers will soon add decals to their kits. Hopefully all local manufacturers will make decals a normal part of their product instead of a special feature.

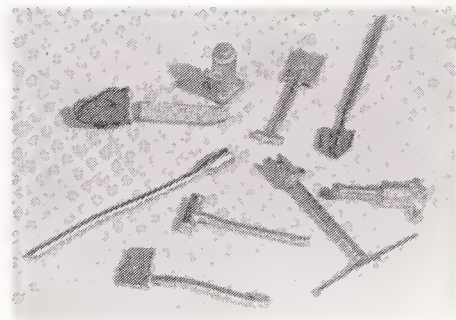
fitted onto one axle.

The wheels have been turned to NMRA standards and the tyre has the RP25 profile. The tyre thickness is now 1.15mm thick (was 1.35mm) and the wheel at the edge 10.4mm diameter. The plating has a bronze appearance and is free of imperfections or plating debris.

The brass plated axles are 2mm diameter, the pin point angle close on 55° and the pin point length between 25.8mm and 25.9mm (recommended size 26.3). The axles are a bronze colour and, being brass, are not affected by magnets. All samples ran true without any evidence of wheel wobble.

The hub of the wheel is 3.5mm diameter and the spokes 0.5mm thick at the wheel face. Selling for around 70c an axle at most outlets these are economically priced, high quality wheelsets and the 10 spoked wheel looks good on a four wheeler.

Bob Gallagher.



Track gang tools in HO scale by F & G Models, PO Box 149, Kilsyth 3137. Price: \$2.35.

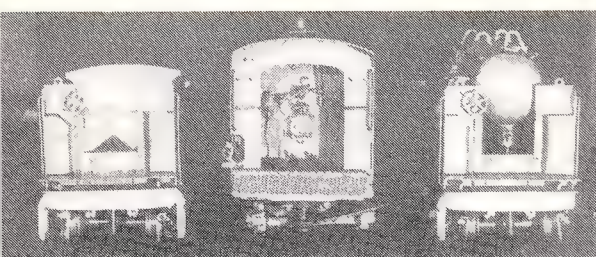
Adding detail — minute detail — to a layout is very enjoyable, especially if one has on hand the little items that make a scene come alive. A garden with the spade left in the ground, an axe left in the tree stump or even a clutter of tools alongside the loafing track gang are just some ideas of putting life into a scene. The components in this set (No. G4) can aid the detailer.

All are clean metal castings and, except for the chain saw motor and handle, all are plain metal. Included in the set is a shovel, a spade, an axe, chain-saw, spud bar, sledge hammer, dog spike spanner, jack and pneumatic drill. All are well formed and well sized and would be at home on an HO scale, OO scale or even background of an S scale layout.

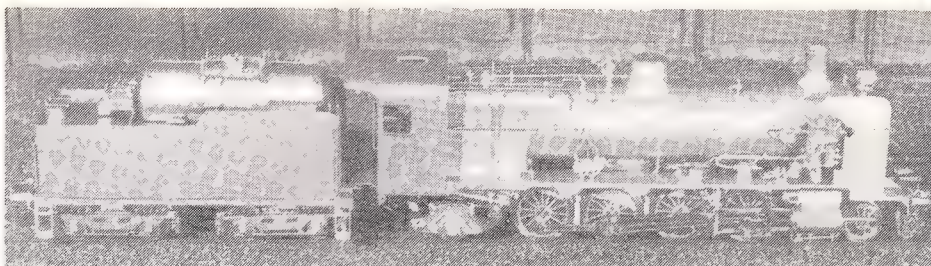
Bob Gallagher

Locomotive Handbook. Available from ARHS Sales Centre, Box E129, PO St James 2000. Price: \$2.00.

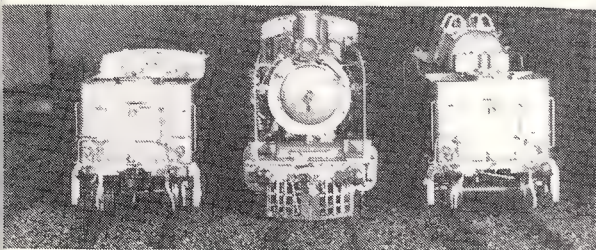
This booklet is a reprint of the Emu Bay Railway Co Ltd 'Locomotive Handbook' for the Guidance and Instruction of Drivers, Firemen and Cleaners. The



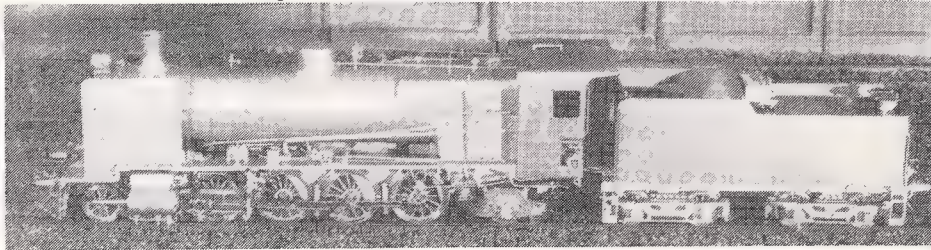
VR 'N' class — Coal tender, loco cab, oil tender.



Right-hand side of oil fired VR 'N' class.



VR 'N' class — Rear coal tender, front loco, rear oil tender.



Left-hand side of coal fired VR 'N' class.

The rack section ran between Moonmerna and Moongan, over the Razorback Range. The railway was built to enable the rich minerals to be moved to market quicker than the tedious road transportation. The rack section was eventually replaced by a deviation to enable a speedier trip and to enable existing locomotives to more than double their loading.

The 52 page 140 mm x 216 mm, card cover book covers the history, development and operation of the line, as well as the locomotive fleet and the railmotor service. The text illustrated with a number of black and white photographs that have been clearly reproduced.

There were only two rack railways in Australia and they are an interesting subject. This booklet gives a good insight to the Mount Morgan system.

Bob Gallagher.

VR 'N' class (SAR 750 class) 2-8-2 locomotive in HO scale by Dong Jin Models. Available from the Australian Locomotive Company, PO Box 173, Boronia 3155. Price: \$395.00.

The 'N' class was introduced to the Victorian Railways in 1925 as part of the 'Operation Phoenix' rehabilitation programme. The 50 units in the class, numbered N450-N499, were used for goods workings. Like most loco classes, there were numerous detail differences between individual locos including the size of the smoke deflectors. A very obvious one with the N class was the addition of the fuel oil tank in the tender, added in the coal crisis of the late forties.

A number of the class became surplus and 10 units were sold to the South Australian Railways in 1951, and given the 750 classification. They were numbered 750-759. There were some detail differences from the class as run in Victoria.

Built in Korea by Dong Jin Models to the plans and specifications of the Australian Locomotive Company this is a hand crafted model, built from brass on a fully sprung, stainless steel tyred chassis. The craftsmanship, attention to detail and general assembly work is top class. All components are well formed and squarely applied. A coat of 'gold' paint covers the raw material.

Detail components have been finished to a very high standard, equal if not better than any seen on an Australian model yet. Spoked valve handles, fine pipework, gauge glass drain valve levers, unions, and conduit junction boxes are just some items in a long list. Great attention had been applied to loco and tender under gear.

Although the model has been built as an oil burner, there are a few noted omissions, including the funnel cover flat and the correct fire box doors, both being supplied as for a coal burner. On this point, just in case a coal burner is required, the oil tank slides out of the tender and can be replaced by a coal slope, face and tool box. A few minutes is all that is required to complete the conversion, and it is very hard to see any gaps. Superb craftsmanship and well designed.

Dimensionally the model lines up very well. It is the model with the full height smoke deflectors and it is provided with a three holed alligator style draw (coupling) bar and a hinged footplate (between cab and tender). A cast staff exchanger is also provided.

On the track the model performs very well, with few exceptions. The ALCO designed gearbox powered by a Mashima motor provides for a very smooth drive. Crawling, or at speed, the loco proves to be a top class unit and the smooth working of the compact valve gear is very impressive.

There are, however, a few problems (or faults with the review sample) that marred the overall performance of the model. The springing of the front truck prohibited the model to negotiate a point blade without derailing. The spring is too strong and was removed for further testing. The tender bogies are not equalised and in fact are not assembled squarely. Actually, only three wheels of each truck touches the track at the one time. Consequently, constant derailing occurs. (Faults like this should be made known to the importers, who have shown a keen interest in rectifying any problems).

A further problem is that when running backward, cab footplate up, and tender on the second hole the model will not negotiate anything under a 32" curve without shorting out.

These running problems aside (and most can be rectified) the model pulls well and can smoothly negotiate No. 4 points. The coupler pocket is a shade low for a recommended Kadee No. 5 coupler and the gland hand will need adjusting for correct operation.

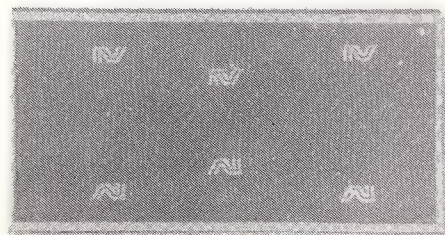
This is the first model for the Australian market by Dong Jin and the Australian Locomotive Co, and generally it is a model both can be proud of. There are a few design faults, which created the running problems and this takes the edge of what is a very fine model. Under test it pulled 1,020 grammes (9 stock Lima passenger cars) up a 1 in 40 grade before slipping. Possibly the best puller to date!

Included in the loco box is a set of spares including replacement screws, and a driving wheel socket spanner. An attractive ownership certificate is included, as well as a set of loco dismantling instructions, an asset with the complexities of brass loco assembly.

Also included is a set of F & G Models loco crew (unpainted), an M.V. Products headlight lens, an SAR decal set and a set of VR numbers. The decals provide four of each number 750 and 759, in white. The VR numbers are photo etchings for 12 numbers and the class letter, etched silver on black with border.

In all a fine model.

Bob Gallagher

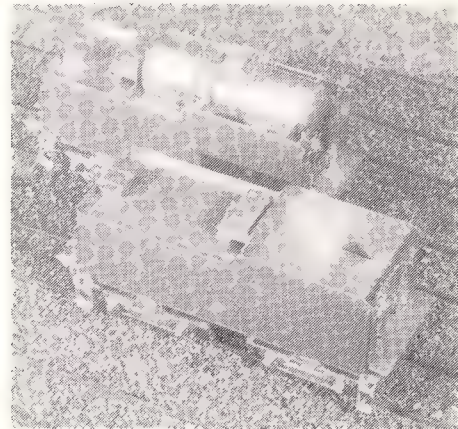


Australian National preprinted tarpaulins in HO scale, by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$6.00.

A further addition to the BGB range of tarps reviewed in the August 1982 issue of AMRM.

These two tarpaulin sets are the modern day wagon covers as used by the Australian National, the system that took over the old South Australian Railway system. To this end these tarps are the same size as the previously reviewed SAR tarp (108mm x 50.5mm) and reproduced on the same 0.15mm thick aluminium sheet.

The tarps are in bright blue (Set No. T14) which has black AN logos, while the bright green sheet (Set No. T15) has yellow AN logos. The logos are 9mm wide and are distinctly reproduced, without any evidence of fuzz.



The detail standard of the VR 'N' can be observed on this view of both coal and oil fired tenders.

Also included in the pack is a set of numeral decals as well as an additional information sheet giving details of the SAR tarpaulin marking and numbering system. The decals are set out so that some 'set' numbering can be achieved without having to work individual numbers. The numbers are 2.5mm high and have the stencil configuration. The green tarps had yellow numerals included while black was supplied for the blue tarps.

Another excellent addition to the BGB range for the modern image modeller.

Bob Gallagher



SAR 'Y' class compensated underframe kit in HO scale by The Wagon Coy. Available from McBees Hobby Centre, PO Box 144, Coburg 3058. Price: \$3.95.

One of the biggest problems with four wheeled rolling stock is being able to get all four wheels onto the track at one time. The problem is enhanced if the track is uneven, for constant derailment is generally the end result.

The Wagon Coy have overcome both these problems by the metal kit as well as providing a South Australian Railways underframe at the same time. The underframe is designed around an SAR 'Y' class open wagon, having an overall length of 20ft and a 11'6" wheel base.

The kit is supplied in a poly bag, capped off with a card top. A detailed assembly sheet companies the parts which are packed onto styrafoam. All components, except some brass strip and a section of plastic tube, are white metal castings. While there is little flash on the parts the overall casting quality is poor, there being many defects in the casting surface.

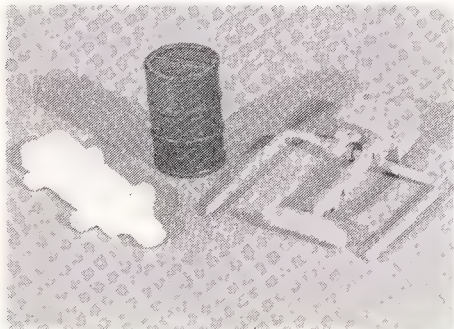
Basically the kit comprises a base and two side sills. One side sill is attached to the base while the other is pivoted off a cast-in pin and held in place with the section of tubing. Axle boxes have been fitted with brass bearings during casting, and supplied in the kit is some basic hand brake gear.

original objective of the book was to present to cleaners and firemen the fundamental facts of locomotive boiler construction, its care and operation both in running shed and on the road. It also includes a list of questions and answers that firemen have to pass before taking charge of a locomotive.

Set out in the 74 page 108 mm x 141 mm pages is a hoard of detailed information that will give the uninformed (and doubtlessly the expert) an insight to the workings of a steam loco. Terminology, component usage and a brief coverage of emergency repair work is covered in this delightful book.

Very interesting and informative.

Bob Gallagher.



Protect rail greaser and point motors by F & G Models, PO Box 149, Kilsyth 3137. Price in text.

These items are usually found railside on US style layouts, although some similarly styled units are used by Australian systems.

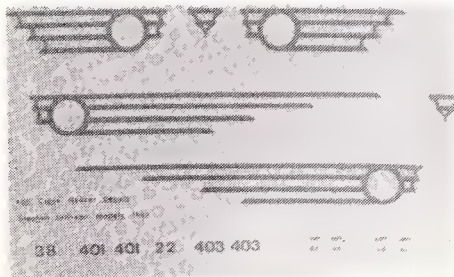
The Protect rail greaser is a device that lubricates the rails to reduce rail wear and tyre friction. The grease is supplied from a large capacity drum (44 gal.-205 litre) into a container that has delivery pipes to railside. A further device is attached to the rail so that grease is pumped onto the rail surface as the train passes.

The set (T7) comprises a painted drum (red) and a greasing device complete. It is painted light tan and should be positioned railside near a curve. Generally the drum and grease container would show evidence of filling. Cost of set is \$2.10.

The point motors are metal castings that have been painted white. There are four to a pack (Set T1). The unit represents the electric drive unit that is used to remotely change points. They are 15 mm long, 4.5 mm wide and 2.8 mm high. Each unit is provided with four (attachment) legs. Generally they are mounted adjacent to the track near the point. Cost of the set of four is \$1.73.

Both add much needed trackside detail to a layout.

Bob Gallagher



NSWR 400 class railcar decals by Stephen Johnson Models. Available from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool 2170. Price: \$1.15.

Although packaged as railmotor decals, this 62 mm x 42 mm sheet of decals is specifically designed for a future Stephen Johnson Models kit, the 400 class rail car. The decals have been made to represent the "wings" on 402. This must be emphasised, for there appears to be a different layout on each railcar at various times.

The decal sheet includes the short interlaced front end wings and a set of long No. 2 end wings without interlacing. Both are provided with the centre lace sections and the circles into which is placed the railcar road number. Included on the sheet is two road numbers for 401 and 403 (and a couple of spare Nos. for altering the road number decal to 402). A further inclusion is the class code and road number, set up for adding to the top of the railcar side. All numerals and letters have been reproduced in yellow and are delightfully reproduced in correct size. Likewise the linework is finely reproduced although there is evidence of a small furry section on one wing. The code and road number are under 1 mm high, almost

unmeasurable, but quite readable.

Included on the sheet is the road numbers and code for 'Creamy Kate', which would provide for further use of the decal by model builders (or is this a hint for a future SJM model?). For Creamy Kate there would need to be a slight modification to the long decals and it would be necessary to use two sheets. Regardless, it is a good idea to provide the addition decals.

Bob Gallagher



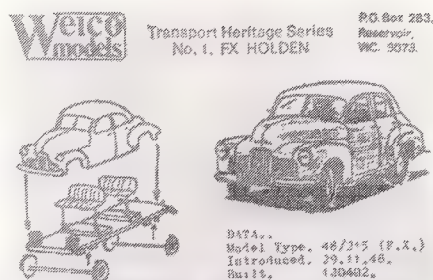
NSW Rail Transport Museum's 1983 Calendar. Available from NSWRTM Sales Office, 27/15a Belmore Street, Burwood 2134. Price: \$3.95 (plus postage).

The 1983 colour calendar is again to standard format and size. The cover shot is of Richmond Vale Railway's 2-8-2 tank No. 10 stamping up Blanch's Hill with a load of coal for Hexham Washery. The back photo is a silhouette shot of South Maitland Railway's 2-8-2 No. 27 with a load of empties from East Greta Junction.

Each month's photo depicts some form of steam working in NSW, and in this regard there are 11 shots. The twelfth shot (the only diesel one in the calendar) is of two-car diesel set 637/737 between Sodwalls and Rydal late on Sunday afternoon in 1975.

Of the 12 interior photos in this calendar 11 are ¾ on shots. Unfortunately, 7 of these have poor lighting to the front of the loco, detracting somewhat to the subject in question. Additionally, the lack of diesel-electric photos, a feature of the last two calendars, is readily apparent by their absence.

Allan Brown



FX Holden kit in HO scale by Weico Models, PO Box 283, Reservoir 3073. Price: \$4.95.

A post 1950 Australian layout would not be 'Dinki Di' unless there was a Holden present. Weico Models, in their Transport Heritage Series, present the FX Holden. The four door saloon was released in November 1948 and there were 120,402 units built, many still operating.

The kit comprises a body shell, a floor, two seats, four tyres (all metal castings) and a section of brass wire for axles. Except for around the windows the castings are free of flash, are clean and free of casting defects. The tyres are round and are marked for drilling axle holes. A wire brush and a fine file to close

fit the floor is all that would be needed to assemble to the kit.

It would be wise to paint the individual components prior to final assembly, which could be accomplished with a Super Glue. The accompanying assembly sheet included prototype and painting data as well as an illustrated assembly guide.

Overall length is 51.5 mm and cast-on detail includes door handles, rear light, petrol filler, grill detail and seat cushions. The shape of the FX Holden is faithfully captured.

Bob Gallagher

"34 NEW ELECTRONIC PROJECTS FOR MODEL RAILROADERS" by Peter J. Thorne. Published by Kalmbach Publishing Co.

Peter Thorne's first book "Practical Electronic Projects for Model Railroaders" appeared in 1974, and has become a classic. This new book follows on from the first with a vital proviso: IT ASSUMES THAT THE PRINCIPLES EXPLAINED IN THE FIRST BOOK HAVE BEEN LEARNED AND PRACTISED BY THOSE LOOKING TO BUILD PROJECTS FROM THE SECOND BOOK. Thorne states this himself. Be warned!

He provides projects of varying levels of complexity, and each one in its own right is a useful adjunct to any model railway. 'How to built it' underlies each project description, in the tradition of the other Kalmbach Publishing books on electrical matters. However, the Australian user has a few hurdles to overcome — the main one being that some of the 'Radio Shack' components are not retailed by the franchisee (Tandy) in Australia. An examination of any of the parts lists by an experienced electronics hobbyist or technician will show that suitable alternative parts are available in Australia; but reference will have to be made to component-data handbooks to select the right component when (for example) Thorne lists a "0.3-A, 40-v NPN transistor". Where he lists such items, the component in question is one readily available under various type names, from several manufacturers. These components can be bought from the 'parts' rather than 'kits' electronics hobby shops. Another hurdle is the occasional mistake or omission on a circuit drawing. These can be quickly resolved by anyone competent in electronics.

On the plus side, the more complex circuit boards have been designed with 'test points' on them; such points should always be incorporated, as they make for easier fault tracing and performance checking.

The sections on signalling are prefaced with a cross-reference to "All About Signals", a very helpful Kalmbach publication, but the model signal systems presented by Thorne differ markedly from some aspects of prototype practice. For example, his signalling through points is entirely automatic; in practice, the signals are interlocked with the points so that the points cannot be moved unless all the relevant signals are showing STOP. What the modeller does about this depends on his inclinations. Making Thorne's circuits more prototypical will certainly add further complexity, so beware!

NSW modellers should note that their State's signalling scheme only partly resembles the American practice portrayed in this book. Victoria and South Australia are quite close to American practice. Modellers of British prototype should consult the recently-published "Railway Signalling" ed. O. S. Nock; A. & C. Black.

This reviewer, earning his daily bread in electronics, was surprised that "CMOS" logic circuits were not given an airing. Recent "CMOS" integrated-circuit chips have significant advantages over the TTL advocated by Thorne, and the circuit constructor in the 1980's should be encouraged to use them.

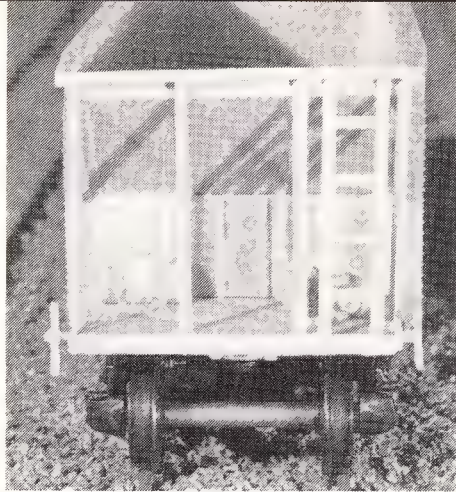
Further, the making up of 'one-off' circuits is often best done using 'wire-wrap' techniques, but this is not expounded either.

What a pity there is no index, as there was in his first book. This book, taken overall, represents very good value for money. An index would have doubled its usefulness to the experienced (and not-so-experienced) electronics-oriented modeller.

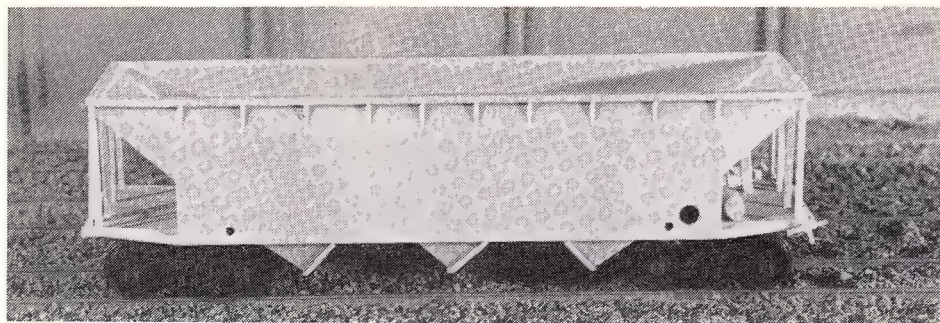
Ian Weickhardt

Mount Morgan Rack Railway by J. W. Knowles. Available from The Railway Book Co. PO Box 275, Woolongabba 4102. Price: \$4.20.

Between 1898 and 1952 trains running between Rockhampton and the mining town of Mount Morgan, in Central Queensland, had to traverse a 1 in 16½ grade. To aid (enable) traction up and down the grade a section was fitted with a rack system and locomotives were fitted with toothed pinion geared under the chassis.



End detail on the AR Kits 'BCH'.



The NSWGR 'BCH' coal hopper by AR Kit Co. the model is fitted with Roundhouse 2923 bogies.

colour is a faded grimy green and the emblems are a faded yellow. Within the ten sheets there were some mottled sheets which gave a good impression of weathered canvas. Further weathering can be applied by spraying on washes as suggested in the information sheet accompanying the pack.

A fine addition to the growing BGB range of tarps.
Bob Gallagher

attached under the car and driven off the axle. The shape differs from that of a generator and the metal casting cleanly represents the shape and size of the unit. There are two to a pack which costs 35c. The casting includes a 1 mm mounting sprue.

Bob Gallagher

The kit assembles readily, with guidance from the instructions, and is effective in compensating for uneven track and poor tracking. McBees also supply a sheet of instructions to guide modellers in fitting this chassis to Broad Gauge Bodies four wheel kits. One noted problem was the use of the retaining tube. Once it has been fitted it cannot be removed and replaced again, for the tube stretches. The addition of extra tube would be an aid for basic assembly and then dismantling and reassembly for painting.

Despite the noted problems this is a very useful chassis.

Graham Ball and Bob Gallagher.

Since this kit was reviewed further samples have been inspected and the casting defect problem appears to have been corrected.

— Editor.

NSWGR 'BCH' (NHDA) coal hopper kit in HO scale by AR Kit Co, PO Box 31, Northgate 4013. Price: \$5.95.

The BCH coal hopper is an all steel wagon that was first introduced to the NSWGR in 1951. In all there were 1485 wagons built, there still being 402 on the books in mid 1980.

Commencing in 1953 some were given tops for carrying bulk grain or cement. Other modifications to the bogies saw the FCH class wagon appear and an order of 150 HCH class hoppers was delivered in 1960. The BCH had a capacity of 43 tonnes, the HCH and FCH a capacity of 55 tonnes each. They were used to carry coal from the various mines to the ports and home market, and also to carry grain in the peak period. When carrying grain they were covered with a tarp.

The kit, representing all three codes of wagons, is polystyrene mouldings and comprises sides, floor, slope ends, end walls, hopper doors, ladders, air receiver and brake cylinders, brake lever and brake handles, end stanchions and bogie retaining pins. The kit is packed in a poly bag which is capped with a card top that doubles as an instruction sheet.

The instructions are detailed and illustrated and include prototype detail and the recommended bogies to make the three classes of hoppers. The step by step description is an ample guide to assembling this complex kit.

The engineering of the kit is very good, for many features of this unusually shaped vehicle are correctly and accurately formed. Some of the detail, mainly the rivets and the top rail, are a bit coarse and the various cylinders are oval instead of round. Another inaccurate aspect is the lack of tapering on the top rail, but the instructions adequately cover this deficiency.

Overall the shape and size of the wagon is fine, and additional super detail could be added to the interior (for running empty), and to the exterior in the form of handrails. The recommended bogies fit neatly in place and are held with the plugs provided. It is necessary to pack the Kadee coupler down to the correct level. The completed wagon weighs 35 grammes.

Apart from the need to buy paint, bogies, couplers and decals this is a very good complete model.

Bob Gallagher

V. R. preprinted tarpaulins, small emblems, faded grimy green in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$6.00.

A further addition to the range of BGB tarps as reviewed in the August issue of AMRM.

These tarps are similar in size and manufacture to the other VR small emblem tarps and the previous comments apply. The difference however in this set (Set No. T6) of tarps (10 to a pack) is that the base



SAR axle box, alternator, ventilator, air reservoir and combined brake cylinder/tripple valve.

SAR axlebox for four wheel wagons in HO scale. Available from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool 2170. Price: \$1.65 a set of four.

One problem with modelling the local scene is obtaining the correct profile in all major components. This is especially essential with axle boxes or journals for four wheel wagons. In Australia there were numerous different styles of boxes used by each system.

The axle boxes under review are those found on the Dwf and Obf wagons (kits of each made by Broad Gauge Bodies) and each has the typical round end cap.

They are metal castings and are provided with a 4 mm mounting flap which is 3.2 mm above the spring mounts. The springs span 14.3 mm and the leaves are distinguishable. The journals are 2.7 mm wide, 3.7 mm high and 2.8 mm deep. The axle hole has to be drilled but these are marked on the rear of the journal. Unfortunately they are not centralised into the journal, but this can be adjusted if brass pin-point bearings are essential.

The castings are clean and free of any defects, and are fine components.

Bob Gallagher

NSWR detailing components from Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool 2170. Price in text.

Part of the art in model railways is adding detail to the basic model. Casula Hobbies have been gradually building up a stock of detail items to assist local model builders in detailing rolling stock.

Brake cylinder and air tank for NSWGR goods wagons and passenger cars are metal castings representing the brake cylinder and triple valve and the air tank used by the NSWGR. There is one of each in the pack which costs 75c. The castings are free of flash and true to shape. A 1 mm thick spigot is provided to aid mounting the components.

NSWGR Fletner vents are those found on the guards vans on the NSWGR system. Each vent is cast on a 2 mm metal sprue that can be used for mounting. The vents are neatly cast and are finely detailed. Each vent measures 3.45 mm diameter and is 1.5 mm high. There are 20 to a packet which costs \$1.65.

NSWGR alternators are found on modern guards vans and on modified vans. They replace the old generator but they are still belt driven and are

SMRPTM LTM

SMRPTM LTM

SMRPTM LTM

111222333444555

66677788899000

111222333444555

Decals for South Maitland Railways freight stock, in HO scale by Mn'J Decals. Available from Import Hobbies, 4 Windemere Court, Albany Creek. 4035. \$1.10.

These decals (Set No. PO 004) are designed for use on the goods wagons in the SMR fleet, small in number though it may be. There are two sets of decals, one reproduced in white and the other in black. Each 60 mm x 33 mm sheet is reproduced on the Mn'J fine decal film, that does require a little care in application, for the film does tend to crinkle during transfer.

Decal application instruction is on the rear of the flap and apart for a longer water soaking duration than the recommended 3-4 seconds, the instructions are a good guide. As can be seen from the accompanying illustration the decal includes the standard SMR Pty Ltd in two sizes 4 mm high and 1.65 mm high. Numerals are also included and are again 1.65 mm high. Generally reproduction is very sharp except on the smaller emblem where all letters and full stops run together.

Sizing is excellent, but the poor reproduction does mar the end product.

Bob Gallagher



Mashima DC motors. Available from Model Dockyard, 216 Swanston St, Melbourne 3000. Price in text.

Model Railroaders have benefited greatly from the technological advances in small motors. The now rather common 'can' type motor can give a model loco a smooth movement that was once only possible with a superbly engineered product.

The Mashima motors are now in Australia and apart from the performance the great advantage of the motors is the range of motor sizes and the cost. In the 'can' type there are eight sizes in three different diameters 16 mm, 20 mm and 22 mm. The 16 mm dia. units are \$19.35 each and the three lengths are 26 mm, 28 mm and 30 mm. The 20 mm dia. units are in three lengths, 28 mm, 30 mm and 33 mm and cost \$20.50 ea. \$20.85 is the price of the 22 mm dia. units which are supplied in 24 mm and 27 mm lengths. The flat type motor is 18 mm wide, costs \$20.95 ea. and is supplied in three lengths, 24 mm, 30 mm and 33 mm.

The current range has single ended 2 mm dia. shafts: future supplies will have double ended shafts. The motors are five pole, standard armature, has ferrite magnets, bronze bearings and is surrounded by a formed non magnetic shell. The can is removable, via four screws. Access to the replaceable brushes is via screws (clear of the can).

Electrical connection is via either tags or screws. Some have wires attached. Provision has been made

for mounting via two tapped holes in each end plate, at 12 mm centres. Electrical connection is aided by marked terminals, positive and negative.

The motor tested was an 18 mm x 30 mm unit. The motor started turning freely, without pulsating, at 1 volt (using a non pulse electronic controller). Top speed drew 100 milliamps, on no load. It was impossible to stop the motor when running at top speed. Control through the full speed range was very smooth.

This is a top class motor that comes packaged in a foam lined box. It is not accompanied by any data (speed or current charts) and no doubt this is reflected by the low price. A fine Japanese made product.

Bob Gallagher

| | | |
|-----|-----|-------------|
| 6Y | 6Y | 71 |
| 972 | 972 | 12315144571 |
| 6Y | 6Y | |
| 987 | 987 | |

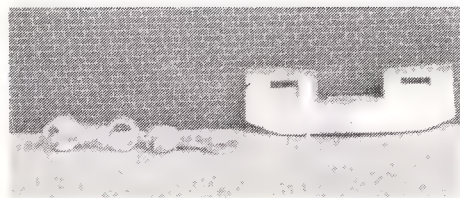
Decals for the VR 'GY' open wagon in HO scale by Broad Gauge Bodies, P.O. Box 6, Marden 5070. Price: \$1.10 pack.

The 'GY' is/was the most numerous vehicle on the Victorian Railways and, with the introduction of the 'GY' kit recently, it was only to be expected that Broad Gauge Bodies would produce a decal set for the wagon.

As supplied in the poly bag there is sufficient decals for 10 wagons, all decals being supplied black on a clear carrier film, although the squares on the lower edge of the sheet are black on a white backing. Provided for each wagon is the 'GY' code plus 10 different numbers. Additional numbers are supplied to change any or all of these numbers. The code and the numbers are set out so that both can be transferred to the model as one unit. Also provided is the load/tare coding, clearly defined and the wagon grain proofing insignia. These two items are superbly reproduced. The letters and numerals are approx 0.4mm high and each digit is fully formed and clearly visible.

The squares and rectangles at the bottom of the sheet provide the brake identification patches on the corners and ends. The use of a photo of a GY would help position the decals in the correct position on the wagons. The decals separate readily from the backing paper without any undue breakup or curling. Excellent reproduction.

Bob Gallagher



Snow plough and dummy couplings in HO scale by F & G Models, PO Box 149, Kilsyth 3137. Price in text.

Although not necessarily on Australian railroads, snow ploughs are necessary fixtures on diesels that operate above the snow line in the USA. Where there is an urgent need for the freight to get through there is a need for locos to clean the snow off the rails.

These metal castings are 32.5 mm wide and 1.4 mm high. They are shaped to fit around the coupler pocket and to fit onto the underside of the loco frame. The castings are clean and free of casting defects. There are two to a pack, are unpainted and cost (Set T10.) \$1.77.

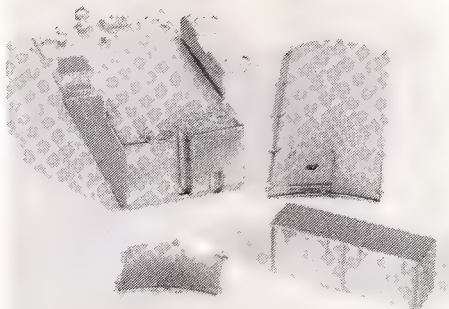
The couplers are known locally as dummy knuckle and are metal castings that are free of flash and casting defects. They are provided with a mounting hole which is 3 mm diameter. The shaft is 9.5 mm measured from the centre of the mounting hole to the coupler face, which is smaller to the Kadee No. 5. The knuckle couples with the Kadee unit although the metal knuckle is smaller. Suitable for block trains. Set T11 is priced at \$1.35.

Bob Gallagher

NSWR 48 class Series 3 conversion kit by Bergs Hobbies, 261 Church St, Parramatta 2150. Price: \$8.95.

The first model of the 48 class built for Bergs Hobbies was a Series One model; the second, built recently in Korea, is a Second series, and this kit is designed to convert the Second series to the latter and very numerous Third series.

Like most large classes of locomotives the 165 and 48 class was built over a number of orders and many



years. During this time there were variations in the structure of the class which saw visual appearance differences. This difference was very noticeable in the latter built models for the air receivers were moved from alongside the fuel tank to under the hood of the loco. Consequently, a rectangular fuel tank was built.

The conversion kit includes the rectangular fuel tank, the additional battery box (which sits on the running board) and a couple of roof hatches. All are from preformed and etched brass, and the detail is up to the very high standard applied to Samhongska built models, and included fuel filler cap, fuel gauge and louvres.

The roof hatches have to be soldered in place (or super-glued) after removal of existing parts, the battery box similarly positioned and the fuel tank swapped via mounting lugs. Although a positional assembly guide would have been a help, these are fine detail components that will help add a 'different' loco to the roster.

Bob Gallagher

Decals for South Maitland Railway locomotives in HO scale by Mn'J Decals. Available from Import Hobbies, 4 Windemere Court, Albany Creek 4035. price: \$1.10.

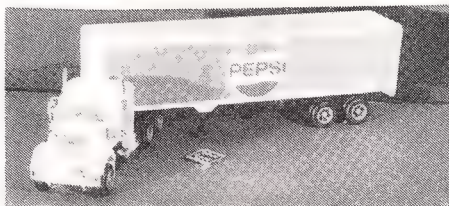
Like the freight wagon decals these have been specially made for Import Hobbies by Mn'J Decals. It is set No. PO 003.

Designed for use on HO scale locos the pack includes a sheet containing the company logo and a sheet of numerals. The SMR logo is reproduced in a luminous yellow and is 3.6 mm high. It represents the 12" high logo on the side of some SMR 10 class locos. The numerals are in gold and two sizes 4.45 mm high and 1.4 mm high. Presumably they are designed to represent the 12" high side numbers and the 6" high front and rear numerals. Both decal sizes are either over or undersized.

General reproduction however is superb, being very sharp and the correct colour. The decals are on the Mn'J fine film.

Bob Gallagher

Motor trucks in HO scale by Herpa. Imported by The Engine Shed, 5 Carrington Rd, Box Hill 3128. Price in Text.



GMC General and trailer decalated Pepsi Cola (851227) — \$11.50

Made by Herpa in Hong Kong this huge rig is modelled in the GMC General. The prime mover has twin rear dual wheels, as has the trailer. Overall length is 196mm, height 45mm and is 30mm wide. Details includes chromed grill, air breather, exhaust and fuel tanks as well as the usual (for Herpa) cab interior — left hand drive and working fifth wheel. It has a spare tyre, rear door detail and superb silk screened signwork.



Kenworth Tanker, Union Oil (950209) — \$11.50

Produced in Hong Kong this highly detailed rig is modelled on the dual cab Kenworth. The detail is representative of what is now expected from Herpa

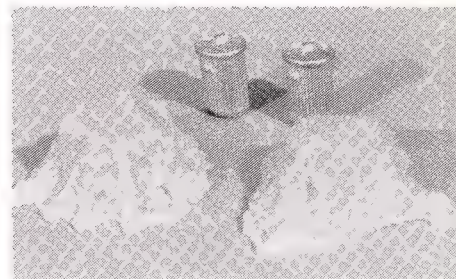
and includes working fifth wheel, hinged trailer supports, discharge pipe carriers, rear ladders and filling caps. Dimensionally it is 216mm long, 45mm high and is 32mm wide. A big solid modern tanker.



Fiat tanker, Agrip (809207) — \$6.95

This is a very high quality, super detailed model of a Fiat Iveco rig, with a six wheel tanker, painted and decalated for Agrip. On its own the prime mover is a very fine model, all undergear being present, and includes steerable front wheels. All the usual Herpa detail is included as well as a set of rear view mirrors, a set of explosive signs and some nice decal work. Dimensionally it is 162mm long, 42mm high and 28mm wide.

Bob Gallagher



Tree stumps and garbage cans in HO scale by F & G Models, PO Box 149, Kilsyth 3137. Price in text.

The tree stumps (G17) are supplied 10 to a pack and sell for \$1.66. They are resin castings which are clean and free of flash except around the roots. The size of the trunk diameter and the feature of the stump top appears to differ on each stump. The largest stump is 12 mm diameter and the smallest 9.2 mm diameter. A sharp knife or a fine file would clean up the flash.

The garbage cans are supplied five to a pack and cost (Set G12 unpainted) \$1.85. The cans are 9.8 mm high and differ in diameter from 6 mm at the lid to 5 mm on the base. Cast on detail included lid handle, side handles, lid lip and vertical corrugations. The metal casting only require cleaning on the base.

Bob Gallagher

RAILWAY PHOTOGRAPHER: John L. Buckland. Published by Railmac Publications, PO Box 290, Elizabeth 5112. Price: \$2.60.

There is little need to introduce John L. Buckland as a railway photographer for his work is well known in Australian railway magazines. His wide travels, both inside and outside Australia, and his special railway interests places him in a small field of railway enthusiasts who can effectively record history and then relate the incidents in detail to others.

This book of 32 216mm x 152mm pages, reproduces in black and white 34 scenes from around Australia. There is a representative of all state systems and the South Maitland Railways. The bulk are of Victorian scenes, and all appear to be original (unpublished to date) photographs to the reviewer.

All photographs are top class shots, excelling in subject, clarity, detail and exposure. For modellers the highlight of the photographs is the fact that the photographer captures all the train (not just the engine) and the captions are detailed descriptions of the activity around the scene. Modellers can glean plenty of information for both photo and caption.

The only disappointment with this book is its length. It is too short! Only 32 pages. Maybe we will see more of John L. Buckland in this format.

Bob Gallagher

RAILWAY PHOTOGRAPHER: John Burgess. Published by Rail Publications, PO Box 290, Elizabeth 5112. Price: \$2.60.

This 32 page (216mm x 152mm) card cover book illustrates some of the work of John Burgess. John has been photographing trains for 30 odd years and has travelled widely in Australia.

Generally the photographs in the books are of a high standard and illustrate many unusual scenes, mainly in Queensland, but also some from South Australia.

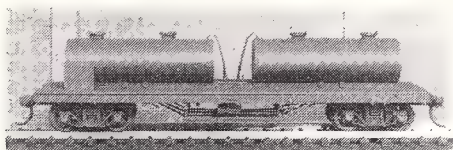
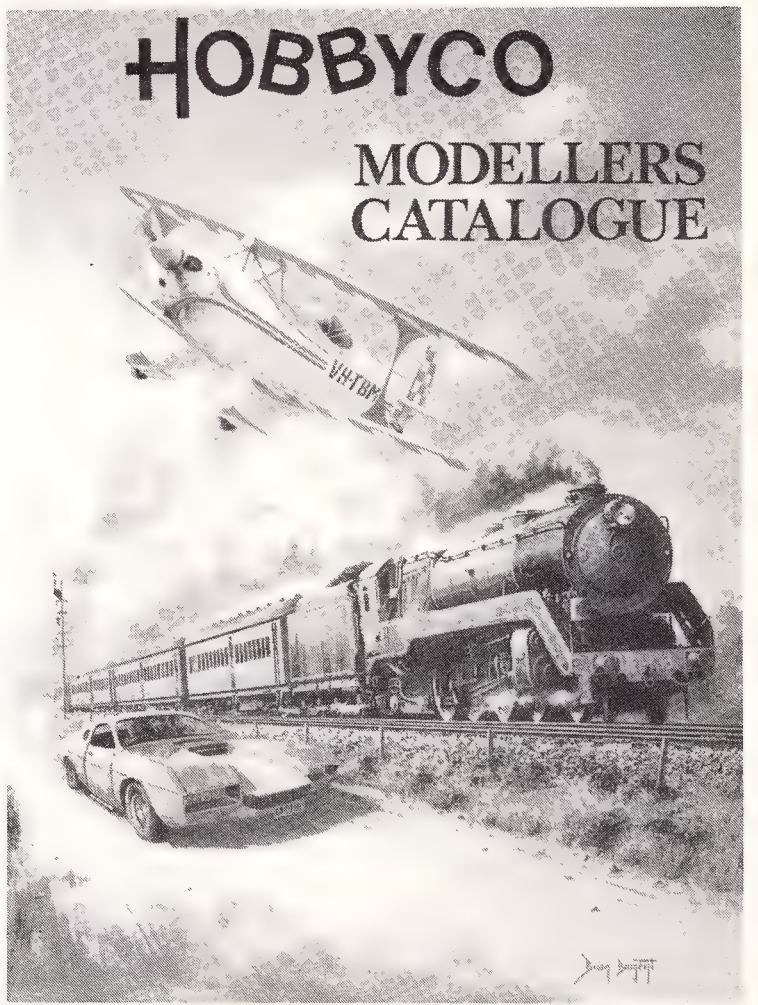
For the modeller, information can be gathered from some of the scenes which illustrate departmental

IT'S BACK

THE BRAND NEW HOBBYCO CATALOGUE HAS JUST BEEN RELEASED!

Hobbyco, the leading hobbycraft store, with one of the largest range of modelling goods in AUSTRALIA, has just released its newest catalogue. Many will remember our comprehensive catalogue of years ago. This one is even bigger and better. Whether your interests are Boats, Planes, Cars or Trains, they are catered for in the new illustrated Mail Order Catalogue. For your post paid catalogue send \$2.95 to —

HOBBYCO PTY LTD
561 GEORGE STREET,
SYDNEY 2000,
NEW SOUTH WALES,
AUSTRALIA.



The NSW 'BMT' milk tanker by Rails North Models, as reviewed last issue. Unfortunately the weight of the model, 105 grammes, was not included in the text of the review (Editor's goof!) Any inconvenience is regretted.

activities. All systems are covered except WA and Tasmania.

The captions are, unfortunately very brief, and seemed aimed only at knowledgeable railway enthusiasts. Also, in one instance, what appears to be a dual spread is split over page to each other, breaking any possibility of visual effect.

Regardless a good record of unusual workings.

Bob Gallagher.

AMRM NEWS

As this issue went to press we were told by our leaders that we in Australia were into a recession. This is a fact that most hobby shop proprietors could have confirmed late last year.

On top of this problem, there was in August another tax levy added to the price of most model railway equipment in the form of an additional 2½% sales tax. This is applied at the wholesale level, and unless absorbed by the wholesaler/retailer, could add at least 3-4% to the price of model railway goods.

Added to this we also have the tax on cheques (10¢ on those under \$100 or 50¢ extra for the brass loco) and the constant falling value of the Australian dollar. We can avoid the tax on cheques with plastic money (Bankcard, American Express, etc) but no

doubt some worthy Premier or two will hop into this soon.

We also hear of the doom in Europe where some major manufacturers are either working on short time or face bankruptcy. There is also the threat that Korean goods will soon be taxed on the standard level (equal to Japan) and, considering the number of brass locos coming to Australia, this would add up to a pretty penny.

Those of us in Australia who still have a job and a few dollars to spend must feel lucky. Lets hope we spend our dollars in the correct place so that when the recession lifts there is still a hobby shop and a model railway hobby in which to participate.

Exhibition Layouts

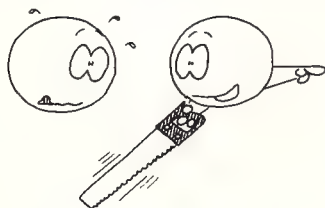
It is quite noticeable around the Sydney exhibitions that there is a lack of new layouts on display, particularly those of Australian outline. The reason for the lack of interest in building and operating exhibition layouts is expense (a reasonable size layout can cost \$2,000), time and the lack of return for effort. Some exhibition managers seem to believe that a layout is too old to show after three exhibitions. Coupled with the meagre handout (if any) from organisers to defray transport costs, the joy of exhibiting can be very quickly dulled.

There is no doubt that exhibitions, exhibiting and being an exhibitor can be a 'fun' experience and if the participants are a little 'green' in experience before the exhibition there is no doubt that they will 'grey' very quickly and learn many new tricks in model building and operating.

Back to the point, however. New layouts are few and far between and if this trend continues the exhibition scene, which has long been the barometer of the hobby growth, will wither.

A noted Sydney hobby shop proprietor has expressed his concern with the decline in new layouts and has suggested an award, or group of awards, to be awarded in cash as a prize in a competition. He has backed up his move with the offer of cash or valuable goods to offer as guessing competition prizes.

For a venture of this size to get off the ground there has to be a set of rules formulated (prior to commencement of awards), and it seems there could be need for a discussion period prior to commence-



"Remember that engine that was too big for the tunnel?"

N.S.W. VEHICLE COUNTDOWN — 27

In 1955, the N.S.W.G.R. had 75 'SHG' type bogie freight brake vans on its register. Today, this code, and its 'BHG' derivative, is extinct.

Paul Rogers

FLEX-TRACK ALIGNMENT TOOL & NAILING FIXTURE

Keeps track square and straight while fastening ties. N-HO-HOn3

TRACK TOOL SET

Track Tool, Parallel Tool, Ballast Spreader and Soldering Tool. N-HO-HOn3

BALLAST SPREADER

Quick and easy way for ballasting. Tool applies ballast on both sides of rail along with a nice even layer between rails. N-HO-HOn3

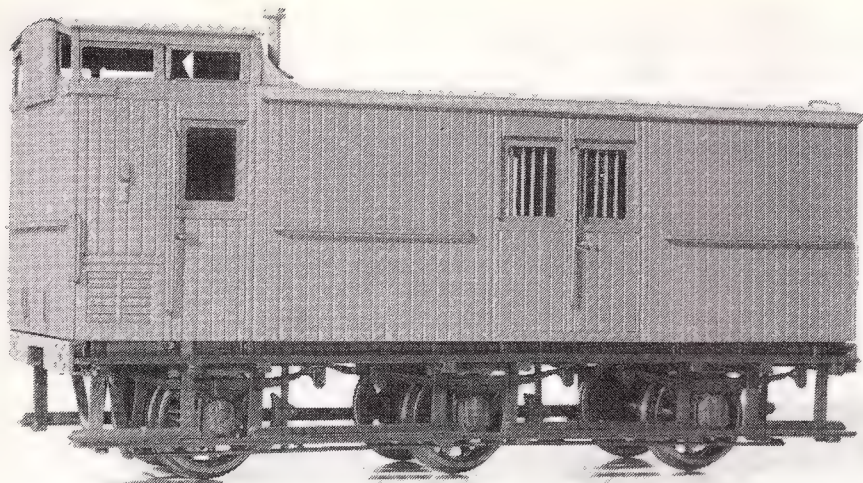
Available at Leading Hobby shops or Direct from

EGRAM IMPORTS

P.O. BOX 82 SUTHERLAND NSW 2232

Phone (02) 521-1697

Trade Inquiries Welcome



The above photo illustrates the advance model of the VR 'Z' vans being built in New Zealand (by The Model Company) for McBees Hobby Centre. It is interesting to note that this will be the first fully built, painted ready to run model to be built in commercial quantities (in New Zealand) for the Australian market.

ment... should it be limited to Australian layouts? ... what size?, etc. Also there is an opportunity for a number of organisations to become involved, primarily the exhibition organisers and the wholesalers.

Think about this proposal... it has merit. Talk to your hobby shop dealer and get him to contact the AMRM editor so that some valuable discussion can be raised.

Please note this is not an AMRM organised project. The magazine is just the means by which the idea is being published.

Clubs and Narrow Gauge.

As these notes are published we will be compiling the 1982 Model Railway Club listing and the contributions to the Narrow Gauge survey. Late acceptances will be received up to 8/10/82.

Anniversary Model

Several years ago members of the S.A. Railway Modellers Association produced some black decals of the Club logo to go with a kit for a silver painted refrigerator van. For the Club's twenty-fifth anniversary a limited run of decals and M van kits were produced with yellow lettering on a dark green van. AMRM would be interested to hear of other special vans produced for Australian Model Railway Clubs as this is a frequent revenue raiser in the USA.

Worth Reading

Corrugated iron is a rather common building material in Australia and those using it (in HO cs scale) have a few brands to select from. Generally it is supplied in an aluminium sheet which is rather shiny. Weathering this sheet is a specialty in its own, and an art restricted to a few. Recently however a few publications have presented articles detailing corrugated iron weathering.

The September 1981 issue of Railroad Model Craftsman presented a method as used by Jack Burges, where the process was via the air brush painting method.

The January/February, 1982 issue of Narrow Gauge and Sort Line Gazette included an article by Gary Nash entitled "Realistically Speaking — Weathering Corrugated Roofs". This article describes the use of chemical etching to produce very realistic results, both in colour and in corrosion. The article is aided with colour photographs.

The September, 1981 issue of Craftsman also presented an article on building an HO scale fire truck on a Lindberg dump truck. The final product is very similar to fire trucks in Australia.

COMMERCIAL NEWS

On the surface, the momentum of new items appearing on the market seems to be dwindling. But by the time these notes have been completed the reverse may be evident.

Arrivals

Berg's 48 class and Australian Locomotive Company's VR 'N' arrived in July/August, as did the 'BCH' by AR Kits, and the SAR 'Dwf' kit and 'DW' kit by Broad Gauge Bodies. Rails North Models released a group of kits including the 'MB' box car in plain and match-board sides, a 'BPV' powder van version of the 'MRC' van and an 'NCX' coil steel carrier.

On the Decal scene Import Hobbies have released two sheets for South Maitland workings, while Broad Gauge Bodies have released sheets for

'Griffiths Tea', NSWGR 'R' emblem, SAR black on white bogie exchange emblems, Australian National black on yellow bogie exchange emblems, VR "tea cup" emblem and silver lines for the tangerine cars, and a set of photographic reproductions of the SAR piping shrike.

F&G Models have released a number of painted machines, including milling machines, lathe, radial arm drill and a band saw. Weico have released an 'N' scale NSWGR '421' diesel kit and the HO scale 'FX' Holden.

Expected Arrivals.

The 'MRC' from Trax is expected any day, as is the Camco 'FO' car kit. Main West Models casting of a 48 class diesel body is eminent, as is the delivery of the 45 class and 600 class locos for Mansfield Hobbies, from Korea.

As we went to press the 'first' model of the VR 'Z' van from New Zealand arrived at McBees Hobby Centre and, hopefully, a photo or two will appear in this issue.

Unfortunately there is no advice as to the expected delivery of the VR 'R' class or SAR 'RX' locos.

Future Arrivals.

ALCO have confirmed that the VR 'J' class is expected in late 1982, as is the D3 from Broad Gauge Models. Berg's D53 has been delayed until at least November, while the Z20 is still expected in early 1983.

McBees Hobby Centre have advised of a VR 'DERM' rail motor, to be produced (in conjunction with ALCO) by Dong Jin, arrival expected late 1982, and Broad Gauge Models have advised of their next brass loco from Samhongsang, the A2... VR of course.

There has been no further update of the expected arrivals from Lima, including the 44 repaint, GY or MBE. TC Rail Models are slowly releasing all of the 'R' series cars and now the 'MUB' set cars.

Information of the 'Exhibition Specials' from Rails North and Stephen Johnson Models is very quite, leaving as all guessing.

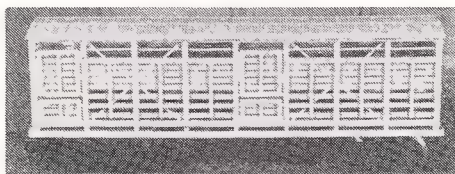
Stocks of the Ratio signal box kit, which is a good example of a NSWGR box, have come and gone. More have been ordered from the UK.

Other News.

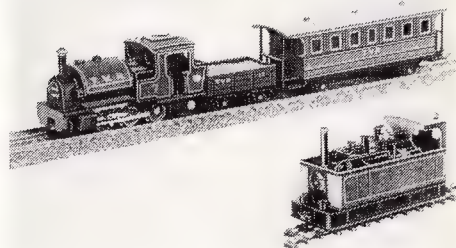
The NSWGR suburban end platform car (or FOs) has been purchased by CAMCO from Casula Hobbies and will be marketed under the CAMCO name through hobby shops. The car will be marketed as specific cars in single and dual packs. The first to be released in an unwired (no batteries, elect panel or generator) version of the 'FO' (second class) car.

A sample of the Mini Models 'BCW' bogie cattle car has been seen and is illustrated in this issue (space permitting). Date of expected arrival has not been advised.

Work is progressing on the 600/700 class railcar



An advance sample of the BCW kit (HO) being prepared by Mini Models for the Australian market.



The locomotive bodies, open wagon and passenger car, being released by Peco to cater for the Nn scale — narrow gauge 'N'.

set for Berg's Hobbies, although arrival date is not to hand. Some of these cars can now be painted in the new NSW SRA livery, as well as russet and red and Indian red. The reverse yellow livery was not applied to the 600/700 set.

The production of the 'Oberon' goods shed kit by Broad Gauge Bodies has been postponed due to the lack of interest. Does the very few confirmed orders received from the hobby shops indicate a lack of interest by the shops, or modellers, or both? The only way NSWGR modellers will get structure kits is to show some interest in proposed models. Maybe there is too much interest in brass!

Weico Models have announced some advance planned models, although delivery dates are not mentioned. In 'N' scale the VR 'S' will be released but the 'B' has been delayed for a while. An HO scale Melbourne tram to fit a Bachmann trolley is planned, as is a kit of the AEC bus — Sydney type.

AR Kits have advised that the wheat hopper kit will not be released until 1983.

By the time these notes are in print the DATA SHEETS range of scale drawings will be back into the hobby shops. As previously advised some of the range has been withdrawn and will be redrawn and released at a latter date. The C36 sheet is the first to be redrawn. Initially 15 sheets will be available including No. 1, (U)105, NN, C35, D55, D57, C38, AD60, D59 40, 44, 48, CPH/CTH, CBC/HX and BWH/RU, all of NSWGR origin. Future DATA SHEETS will not be limited to NSWGR prototype.

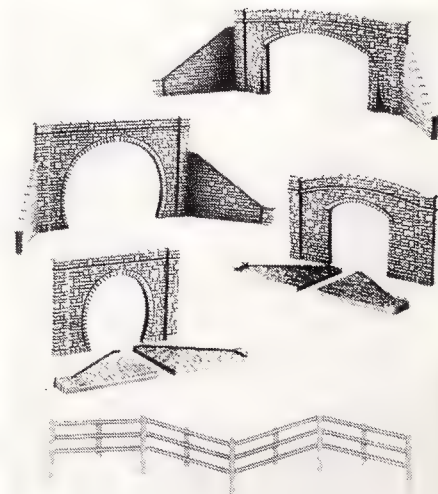
Z Scale and 'N' scale narrow gauge.

Peco announced at the 1982 Nuremberg Toy Fair of some new products especially for the 'Z' scale modeller and for the 'N' scale narrow gauge modeller. Included in the new items are:—

Z gauge flexible track and underlay, tunnel mouths, road bridges, station buildings and flexible field fencing. Some of the items are shown in the accompanying photographs.

With the availability of the 'Z' gauge track, Peco have provided for the 'N' scale narrow gauge modeller and have released two tank loco kits to fit the Miniclub 0-6-0 chassis. These will be supplemented with a coach kit, along with an open wagon, and a closed wagon complete with wheels and couplings.

Hopefully these items, some of which are illustrated above, will be available in Australia later this year, naturally from your local AMC dealer.



Some of the new accessories released by Peco for 'Z' scale.

MANSFIELD HOBBIES

A REMINDER FOR THE MODELLER OF AUSTRALIAN RAILWAYS . . .

As well as producing brass models in HO of N.S.W. prototype locos we stock AR Kits, including the new BCH coalhopper, Camco, Mini Models, Trax, with recommended Roundhouse and Lima Bogies, 10.5mm disc wheels, Kadees, Floquil and Tamiya paints, and Badger and Paasche airbrushes. In N gauge are included Sentinel C38 white metal loco kits and Fybren Models VR ELX and VLX kits.

For the scratch-builder and superdetailer we offer our own extensive range of brass and white metal castings, brass laddering, K&S Metal, Plastruct, styrene sheet, Sentinel, Prototype, M&J decals, and our own decals of NSWGR Crest (old and new), numbers for 43, 442 and C38 locos, and Waratah emblem.

Of course, we also stock Marklin, Lima, Mainline, Hornby, Bachmann, Minitrix, Roco, Ibertren, and other locos and rolling stock as well as Peco and Lima track and points and a comprehensive range of kits and materials for the layout. Transformers and controllers stocked include Eda, H&M, Locomotion, and Mansfield's own hand-held walk-round controller built to our existing standards.

And last but not least, don't forget a good read . . . Most Australian and overseas publications and magazines with new ones as they become available.

MANSFIELD HOBBIES.
100 Pacific Highway, Waitara 2077
P.O. Box 42, Hornsby 2077
Phone (02) 487 3188
BANKCARD WELCOME

RAIL FAN TOUR

ALL ABOARD!

This is a specially arranged, fully escorted, 12 day road tour. Travel is by the latest air-conditioned mini coach, from Melbourne to Adelaide, via Bordertown — Murray Bridge — Mannum — Birdwood and Hahndorf, thence to Whyalla, via the Barossa Valley — Gladstone — Port Pirie and Port Augusta, returning to Melbourne, via Quorn — Peterborough, Broken Hill — Mildura and Swan Hill. This tour is a must, for Railway Enthusiasts, or those seeking a holiday with a difference.

This holiday includes tours to loco depots, repair workshops, diesel maintenance depots, car and wagon building workshops, car barns, Iron Knob, Pichi Richi and Steamtown railways. You will ride the miniature railway at Birdwood, and spend two hours on the footplate of the Silverton Tramway diesels, as well as visiting the Birdwood Mill Museum, BHP Steel Mills, railway museums, a winery in the Barossa Valley, Broken Hill mines, and pioneer Settlement of Swan Hill. Spend a free afternoon and evening in Adelaide with free suburban rail, bus and tram travel.

The tour cost of \$698.00 includes the 12 day tour, all coach travel, entrance fees, 3-course dinners, accommodation and breakfasts, on a share basis at first class, fully licensed hotels and motels. Special discounts are available for Pensioners and group bookings.

ALL BOOKINGS AND INQUIRIES,
DIRECT TO

MALVIC TRANSPORT AND TOUR CO.
28 Ligar Street, Sunbury, Vic 3429.
or phone (03) 744 3536

P.S. Don't forget your camera and film.

1983 DEPARTURE DATES (ex Melbourne)

January 2nd — February 13th — April 3rd —
May 8th — October 21st — October 16th.

CONCORD HOBBIES

Continental Model Specialists

Do You Have Gear Problems With You Locos?

We manufacture gears and worms
in all sizes.

Good News for Tyco owners.

Gear and Pinion set for Tyco diesels,
all metal \$2.50.

LIMA OWNERS

Gear conversion kits available for
Lima Co-Co motors \$4.95 and
Lima Co-Co 'G' type motors \$4.50.

JOUEF OWNERS

Gear conversion kits available for
belt driven locos 8282, 8283, 8422, 8292
and 8539.

DISCOUNTS

ROCO

LILIPUT

LIMA

| LIMA SPECIALS | |
|--------------------------|---------|
| 9246 NSW TAM coach | \$ 9.50 |
| 9171 NSW MBE coach | \$ 9.50 |
| 8042 NSW 44 Class Diesel | \$35.00 |
| Green C38 | \$62.95 |

PIKO HO 1:87

Locos and Rollingstock
Quality at the right price.

TT BERLINER BAHNEN

The ideal gauge . . . 12mm track width.

AUTHORISED PIKO REPAIRER

MAIL ORDERS WELCOME

Send S.A.E.

Catalogue \$2.50 plus postage

**43 CURRAWANG STREET,
CONCORD WEST 2138
(02) 73 5434**



THE HOME OF NEW AND USED BRASS

Detail equipment for the
enthusiast

THIS MONTH'S SPECIAL

Scoop purchase from Korea

C. & O. "J3" 4-8-4

\$265

LIMITED QUANTITY

Professional
Custom painting and detailing



THE LOCOMOTIVE WORKSHOP

37 Woodmason Rd., Boronia, Vic. 3155

Telephone: 762-3189

NEW H&M WALKABOUT NOW AVAILABLE!

Forward/Reverse Direction A three position (centre "off") switch determines the direction of the loco.

Brake Control To reduce the coasting time operate the brake control button to bring your loco to a gradual and controlled halt. If you require the loco to slow down, release the brake when the desired speed is reached. Use any combination of the above features to obtain the best performance from your loco.

Regulator Control The Regulator is a slider control. When the appropriate inertia has been selected set the Regulator to the approximate speed level required. Slowly and smoothly the loco will move off and accelerate.

Momentum Control There is a choice of three momentum settings Min - Half - Maximum. A three position rocker switch selects the function required. The minimum setting will give instant response suitable for shunting. Use the Half setting for trains that accelerate quickly, e.g. Passenger trains. The maximum setting is for slow acceleration such as one would find with heavy goods trains.

The WALKABOUT, in the distinctive black case, is easy to handle and operate.

Connections The handheld WALKABOUT comes complete with a two metre length cable. The operator is therefore free to deal with any emergencies on his layout (de-railed wagons, sticking points or the family cat!) without letting go of the controls. The cable is made up of 4 wires. Two of these wires (input) are connected to the 16v A.C. or 12v D.C. uncontrolled outlet of a suitable transformer. The other two wires (output) take the controlled 12v D.C. current from the WALKABOUT to the track.

For use with the WALKABOUT and available separately are wanderplugs and sockets. By positioning several sockets around the track and connecting to the transformer it is possible by plugging in the WALKABOUT, to control chosen circuits at close quarters. This is ideal for delicate shunting, etc. A really exciting prospect.

There are many layouts which use conventional controllers and to change fully to electronic control, with all its benefits, can be costly. The WALKABOUT allows the modeller to enter the field of electronic control with the minimum of expenditure. The unit is suitable for use with all controllers which have a 16v A.C. or 12v D.C. outlet of ½ amp. or more. A large separate 16v A.C. or 12v D.C. transformer can be used to power several WALKABOUTS. Care must be taken to ensure that the number of WALKABOUTS used do not exceed the amps the transformer can deliver. As a general rule allow ½ amp. per loco. but please note that if used in this way the Walkabout is unsuitable for common return systems.

Also again available in Australia
H&M Loco Tester and H&M Relco
Trade inquiry: Southern Model Supplies
P.O. Box 112, Daw Park, S.A. 5041 Ph. (08) 276 7722

H&M

If your dealer has been unable to supply you sheep and wagon kits, it wasn't his fault, frankly we've had difficulty keeping up with demand. All should be OK now

The next model?

We saw the advance **FO** coach from Casula and were impressed! — We think you will be, now we have added it to the Camco range at R.R.P. \$14.95 . . . Twin Pak \$25.50.

See your favourite hobby shop now.

COMPLETE AUSTRALIAN MODEL CO.
P.O. BOX 3, MOOREBANK,
N.S.W. 2170

Camco

*We will build
them all*

V.R. LOCOS

with
BETTER DETAILS
BETTER CRAFTSMANSHIP
BETTER DRIVE
BETTER PRICES

AUSTRALIAN LOCOMOTIVE Co

HIGH SPEED HOBBY LATHE



The ML1 lathe has a swing of 50 mm dia and 250 mm between centres and is driven by a 145 W motor giving 4 speeds from 250 to 3000 rpm.

PRICE \$420

The above price includes a 3 jaw chuck. Many accessories such as collets, live centres, power feeds etc are held in stock.

Also available is the MD1 mini drill for high speed accurate drilling.

PRICE \$140

Please contact us for brochures — phone 807 2499

LATHE & MACHINERY CO.,
117 BOWDEN ST,
WEST RYDE 2144

HIGHLANDS HOBBIES

SHOP NO. 1
WINGECARRIBEE ST.,
BOWRAL NSW 2576
Ph (048) 612442

Mail Orders Welcome

Range Includes —

Camco, Mini Models, Trax, AR Kits, BGB, Rails North, Lima, Mainline, Peco, Ratio, Superquick, Kadee, Roundhouse, Riverossi, BA nuts and bolts, Testors and Humbrol Paints.

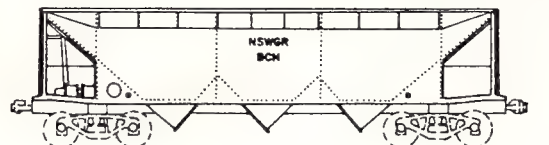
Emco Lathes, Badger air brushes, Apicraft power tools, knives, saws, glues and metal and plastic scratch-building material.

*** LAY-BY & BANKCARD**

** Stop Press:

R.T.R. on most NSW models at Berrima District Model Railway Club Exhibition in October. Send NOW for FREE mail order listing.

ASK FOR



**AR
KITS**

NSW SRA 'BCH' (NHDA) Coal Hopper Kit

r.r.p. \$5.95

NSW SRA 'GLV/GLX' (NLGF/NLGX) Louvre Van Kit

r.r.p. \$4.95

NSW SRA 'BWH' (NGBA) Wheat Wagon Kits to be released early 1983.

**INJECTION MOULDED STYRENE
BODY KITS
AVAILABLE NOW
AT YOUR LOCAL HOBBY SHOP**

FOR TRADE ENQUIRIES
AR KIT Co.
PO Box 31
NORTHGATE 4013



McBEES

HOBBY CENTRE Pty. Ltd.

POSTAL ADDRESS:

P.O. BOX 144
COBURG, 3058
VICTORIA

TELEPHONE (03) 478 0038

MAIL ORDER SPECIALISTS

D. E. R. M.

VICTORIAN RAILWAYS DIESEL ELECTRIC RAIL MOTOR



COMING EARLY 1983 - HAND CRAFTED IN BRASS - THE VICTORIAN RAILWAYS DERM - FROM

McBEES

This delightful little 'Jack-of-all-trades' will be produced for us by

AUSTRALIAN LOCOMOTIVE COMPANY

in conjunction with DONG JIN MODELS of Korea.

(Australian Locomotive Company and Dong Jin produced the magnificent VR 'N' Class loco).

The model will include INTERIOR DETAILING - seats, driver controls etc. It will be unpainted but will include decals. A custom painting service will be offered. Drive will be by a 'can' motor through a gearbox in the front bogie. All the unique detail which makes the DERM so distinctive, from the radiator on the roof to the spoked wheels, will be included. Provision will be made for mounting Kadee couplers. Apart from their obvious use as Railcars DERMS have also seen service hauling anything from GY's to C Vans and even their own trailers. They also saw service as mid-train 'helpers' for D3 hauled trains in the Gippsland region. The DERM will be produced in HO scale.

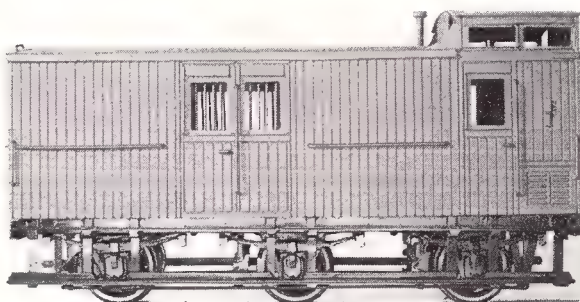
EXPECTED PRICE: \$275 EXPECTED DELIVERY: FEBRUARY 1983 DEPOSIT REQUIRED: \$75
(All prices quoted assume no major changes in Exchange Rates, Import Duty or Sales Tax)

PRODUCTION IS LIMITED - SEND YOUR ORDER NOW

The DERM will only be available from McBEES HOBBY CENTRE PTY LTD.

THE
Z
VAN

Price \$69.95
Included with the Z Van are Decals, tail discs and a marker lamp to be added by the modeller. The Z Van is painted, ready-to-run and is manufactured by:-
THE MODEL COMPANY
of New Zealand



STOP PRESS

The next model from The Australian Locomotive Company will be the VR 'J' Class 2-8-0. Price will be \$395 and a deposit of \$100 is required. Delivery is expected Nov/Dec '82. Specify oil or coal version when ordering.

WALTHERS 1983 HO CATALOGUE

Available late December - \$10.95.
Postage: Victoria \$2.00.
NSW SA Tasmania \$3.60.
WA Queensland \$4.40.

Don't miss out - order now !!

P.O. Box 144 is registered and our shop is located at:-

535 PLENTY ROAD
EAST PRESTON

Shop Hours:- Mon - Wed .. 4 pm - 6.30 pm
Thur. Fri .. 12 noon - 9 pm
Saturday .. 9 am - 1 pm

MAIL ORDERS and CORRESPONDENCE to :-

P.O. Box 144
COBURG 3058

Every effort is made to have all articles featured in this advertisement in stock however delivery delays or heavy sales may occasionally force us to Backorder.

POSTAGE RATES:-

Postage will be charged AT COST. Minimum charge of \$1.00. As a guide a parcel weighing less than 500gm will cost \$1.50 Australia wide - parcels over 500gms...

Victoria Tas .. \$2.00

SA and NSW .. \$3.00

NT QLD WA .. \$4.00

On orders over \$100.00 in value the minimum charge of \$1.00 applies.

Airmail add extra \$3.50

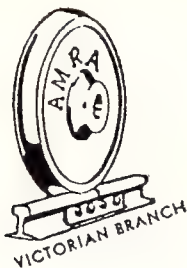
Registered extra \$3.00

We IMPORT-TO-ORDER from WALTHERS and CHAMPION DECAL COMPANY.



We accept payment by BANKCARD, VISA, AMERICAN EXPRESS or DINERS CLUB. Include card number, expiry date and your signature. Cheques or Money Orders also accepted. Do NOT send CASH. Orders are processed faster if general enquiries are on a separate sheet.

McBEES



RAILWAY MODELLERS

Now is the time to start building your model to enter into the AMRA (Vic Branch) Open Modelling Competition held in conjunction with the annual

Model Railway Exhibition

Camberwell Civic Centre March 11-14, 1983.

The competition has 3 sections.

1. Locomotive.
2. Rolling Stock (a) Freight.
(b) Passenger.
3. Lineside Structure.

The winner will be awarded the AMRA (Vic Branch) cup. Trophies will be presented to each of the 3 section winners. Models are to be entered at the AMRA Information Stand at the Camberwell Civic Centre between 6 pm and 8 pm on Thursday March 10, 1983. All models must be collected at the conclusion of the exhibition, 8 pm on Monday, March 14, 1983. Further details are available from J. Harry (Secretary), 68 Lahona Avenue, East Bentleigh. Vic. 3165.

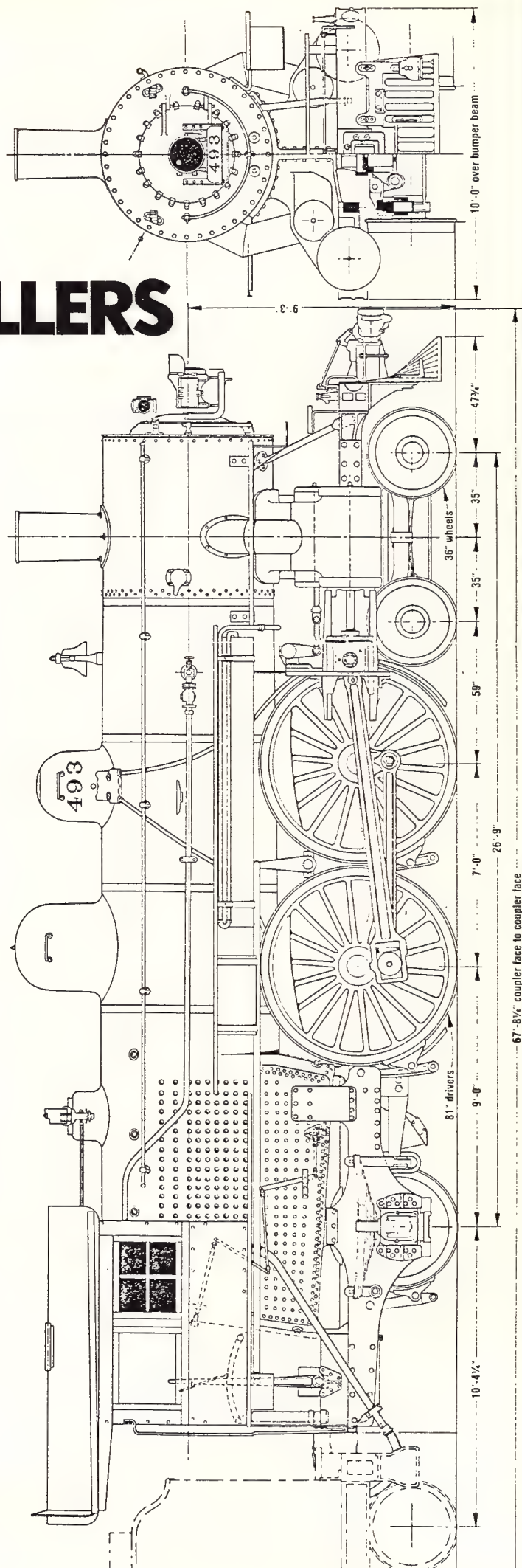
Please send more details and entry forms.

Name _____

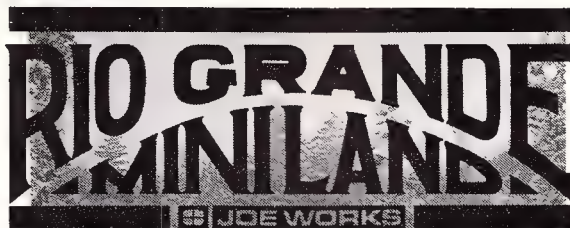
Address _____

_____ P/code _____

BLOCK PRINT PLEASE.

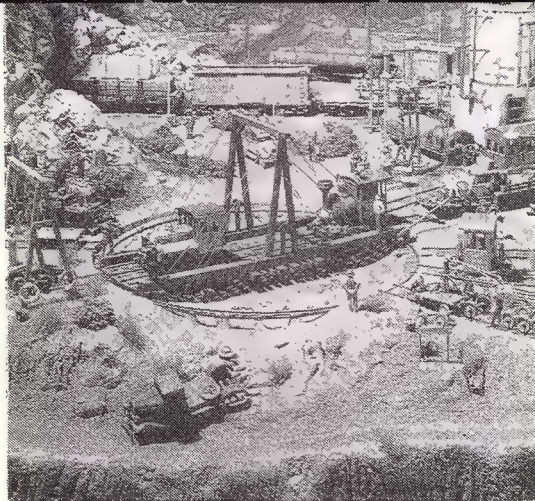


From The Subline ...



HOn2½ & HOn3

| | |
|---------------------------|---------|
| S.P. 2-6-0 | \$66.00 |
| D & R.G.W. C-16 | \$66.00 |
| 2-6-6 Mason Bogie | \$58.50 |
| C. & S 2-6-0 | \$66.00 |
| R.G.S. Goose | \$54.00 |
| UTLX tank car | \$22.50 |
| D. & R.G.W. short caboose | \$30.00 |
| D. & R.G.W. coach | \$45.00 |
| D. & R.G.W. combine | \$46.50 |



HOn2½ and HOn3

| | |
|------------------------------|---------|
| D. & R.G.W. baggage | \$42.00 |
| D. & R.G.W. postal | \$48.00 |
| D. & R.G.W. rotary snow plow | \$41.95 |

HOn2½ only

| | |
|------------------------|---------|
| D. & R.G.W. gondola | \$18.95 |
| S.R. & R.L. caboose | \$38.95 |
| S.R. & R.L. parlor car | \$39.95 |
| S.R. & R.L. box car | \$32.95 |

AVAILABLE IN HOn2½ and HOn3

To The ARTICULATEDS ..

IF YOUR LAYOUT CAN TAKE IT, WE HAVE MANY REASONABLY PRICED NORTH AMERICAN ARTICULATED LOCOMOTIVES IN HO SCALE.

FOR EXAMPLE:-

D. & R.G.W. L-96 \$425.00

G.N. N-3 \$495.00

U.P. Big Boy \$695.00

C. & O. 2-6-6-6 \$495.00

MAIL ORDERS WELCOME

TT GAUGE FOR PEOPLE MODELLING THIS GAUGE WE WILL STOCK —

Berliner  *Bahnen*

D53: THIS LONG AWAITED LOCOMOTIVE IS BEING DELAYED TO NOVEMBER THIS YEAR. EARLY PAYMENTS CAN BE EXTENDED TO THE 31st OCTOBER NOW.

BERGS HOBBIES

261 CHURCH ST PARRAMATTA 2150. (02) 635 8618



F & G MODELS

HO BUILDING KITS AND ACCESSORIES
P.O. Box 149, KILSTYH. 3137
Telephone: (03) 754 5758

WHY PAY INFLATED PRICES FOR IMPORTED DETAILING PARTS.
OUR ITEMS ARE CHEAPER; TOP QUALITY AND READILY
AVAILABLE, NO WAITING.

EG. BLACKSMITH & ANVIL, WALTHERS US \$ 2:80
PLUS IMPORTING CHARGES.

OUR BLACKSMITH ANVIL & FORGE \$ 2:60

AVAILABLE AT LEADING HOBBY SUPPLIES OR SEND SAE
FOR DETAIL LIST.

Next you will see the **"D3"**
Victorian Railways 4.6.0. Locomotive in H.O. Scale
Handcrafted by Samhongsai.



D3 Prototype photograph courtesy VicRail.

Designed as a light line mixed traffic type locomotive, they operated on main and branch line operations for over 40 years.

These locomotives became the most widespread class on the Victorian Railways system and one loco (No. 639) also had the honour of being the Commissioner's personal tour engine for many years.

The model will feature a can motor and idler gearbox, stainless steel wheels and complete backhead and cab detail. A number of special brass castings will be produced to detail this locomotive to the same high standard as our VR K Class locomotive.

Reduced price (subject to Tariff variation) is just \$340 for models fully paid for by October 31, 1982. After then the price will be \$365.

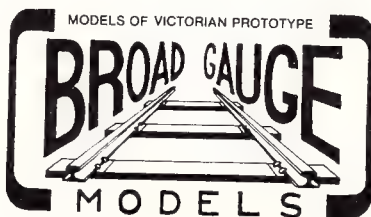
A number of models will be available factory painted for an additional \$35. Quantities are strictly limited so secure your order now with a \$50 Deposit. Contact your present supplier or the Importer.

Delivery expected November 1982.

ADVANCE NOTICE:-

Our next projected Model planned for mid 1983 will be the very popular A2 main line Locomotive.

BROAD GAUGE MODELS
P.O. BOX 136,
BORONIA
VIC. 3155



Reg. Office 511 Mt. Dandenong Rd., Kilsyth.

LION VALLEY HOBBIES

Sellout Of Trax Kits

LCH — \$3.95 TRC — \$5.70
RSH, CCH — \$4.30 ea S — \$3.50
RU — \$4.60 Level Xing — \$1.95

LIMA HO

C38 class — 465.00
Z19 class — \$32.00

A Great Idea for Christmas!

A Great Idea for Christmas!

From now until December 4th we have a stall at Bankstown Markets almost every Sunday. The markets are at Bankstown Trotting Track. Many non railway items at our stall. We will not be there on the following dates due to other commitments.

17/10 Greystanes Exhibition
28/11 Waitara Exhibition

Please Note: NO secondhand goods at market stalls.

P.O. Box 1657, NTH SYDNEY 2060.

T.C. RAIL MODELS

HO Scale Rolling Stock Kits

The following models are now in production, and reservation is not required:

'R' Series Cars — less bogies

FR, BR, RBR, SBR \$20.00 each

(NB) There are many detail variations in the above cars. Send S.S.A.E. for information sheet.

HR's for sets 100, 102 \$20.00 each

HR's for set 109 \$20.00 each

'MUB' Cars — including PMH bogies

MFA \$21.95 each

MBA \$21.95 each

'FG' car — including epoxy bogies

\$22.50 each

Prototype 2AA bogies for 'R' cars

\$ 1.60 pair

Post and Packaging

— Please add 80c per kit, maximum \$2.40

— for Certified Mail, add an extra 75c

— for Registered Mail, add an extra \$3.00

Please allow 3 weeks maximum for delivery; this is due to the large number of models being produced.

Kits are available from —

TN Services Pty Ltd

PO Box 90,

Wamberal, NSW 2260

— Tim Arnot (Manager)

All enquiries must be accompanied by an SSAE

BGB BODIES AUGE ROAD

FROM THE FOLLOWING OUTLETS

Australian Prototype Body Kits as seen running through South Australia.

DECALS: Range expanding all the time.



CUSTOM DECAL SERVICE for the freelance Modeller. Enquiries to B.G.B.

South Australia:
Bridglands Hobbies
The Model Centre
West Coast Model Supplies
Glenelg Trains & Tronics

Victoria:
The Arcade Signal Box
Branch Line
The Engine Shed
Hobbycraft/Barwoods
Hobbyline
The Loco Shed Inglewood
McBees Hobby Centre
Morwell Electronics
Train World
Viaduct Hobbies

New South Wales:
Casula Hobbies
Keith Hudsons Modellers World
Northside Hobbies
St George Hobbies
Toymen Imports
Vic Barnes Hobby Centre

Queensland:
Import Hobbies

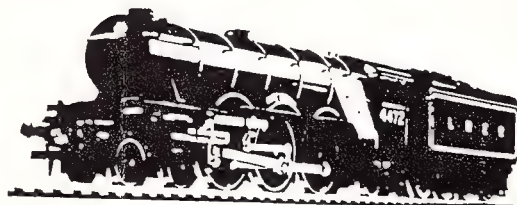
DEALER ENQUIRIES WELCOME

OUTLETS WANTED. ACT, WA, Tasmania.

**P.O. BOX 6
MARDEN 5070**

Phone: (08) 336-4401

EMERALD LAKE PARK MODEL RAILWAY



(059) 68 3455

A.Hrs. (03) 751 1613

EMERALD, VICTORIA'S DANDENONG RANGES.

**SEE AUSTRALIA'S LARGEST MODEL RAILWAY
WORKING TRAMS – TROLLEY – CHAIRLIFTS.**

6847 FEET OF TRACK – FULLY SCENICED – A REAL FAMILY DELIGHT.

OPEN EVERY WEEKEND, PUBLIC HOLIDAYS, SCHOOL HOLIDAYS.

Take a delightful ride on the famous 'PUFFING BILLY' from Belgrave to Lakeside or drive to Emerald through the beautiful Dandenongs. You will find our exhibition just 62 metres up the hill from Lakeside station, our large model shop has everything from Zero 1 to little people, every piece of railway gear is priced for the enthusiast. If a model is available in Australia we will get it for you, that is if we do not have it in stock. Full range of the great FALLER, HORNBY, WRENN, LIMA, PECO products, at prices which surprise us at times – all by return post. Please write for OUR price before you buy.

Our price list is now available, includes special prices on Mainline, Trax, MBC/MRC, BMT & BX. Dog box coach due December. Many, many more attractive lines, N Gauge, we have a good range of popular lines, Lima, Model Power, Bachmann, etc.

SPECIAL. LOCOMOTION MK III SUPER CONTROLLER, \$65.00 posted. We use these on our super size layout. Money order or personal cheque.

Charge AMERICAN EXPRESS, DINERS CARD or BANKCARD.

Talk to Ed Featherstone or Graham Todd for advice.

POSTAL ADDRESS: 19 EDITH COURT, MOUNT DANDENONG 3767

LOOK AT THESE MAIL ORDER SPECIALS!

LIMA:

Locomotives — HO

| | |
|---------------------------------|---------|
| 1716LG NSW CI 38 Black Loco | \$56.15 |
| 8041LG SAR CI 930 Co-Co | \$33.15 |
| 8123 ANR | \$33.15 |
| 8124LG Aust. Diesel Loco CI42 | \$31.10 |
| 8129 SAR Electric for Surburban | \$28.99 |

Locos — OO

| | |
|--|---------|
| 5103MG 4-6-0 King Class Exp. GWR | \$62.89 |
| 5105MG Class 55 Deltic Co-Co Green | \$27.55 |
| 5106MG Class 55 Deltic Co-Co Blue | \$27.55 |
| 5110MG 2-6-2 Class Prairie Tank Black | \$44.49 |
| 5115MG BR Class 33 Bo-Bo Diesel Green | \$24.49 |
| 5117MG 0-6-0 Class Tank Loco Green | \$33.95 |
| 5125MG BR Class 87 Electric 'City of London' | \$31.55 |
| 5127MG Warship Hydraulic Diesel — Rapid | \$29.65 |
| 5128MG Warship Hydraulic Diesel — Dragon | \$29.65 |
| 5132MG GWR Rail Car | \$30.20 |
| 5133MG GWR Rail Car Red | \$29.99 |
| 5144MG GWR Parcel Car Red | \$29.99 |

HO Coaches:

| | |
|--------------------------------------|---------|
| 3600 Amtrak | \$7.55 |
| 3601 Amtrak | \$7.55 |
| 3602 Amtrak Sleeping | \$7.55 |
| 9112 Swiss First Class | \$8.29 |
| 9126 Aust. Overland Coach 1st Class | \$8.10 |
| 9127 Aust. Indian Pacific 2nd Class | \$7.55 |
| 9139 1st Class SAR Blue | \$8.10 |
| 9167 Rheingold Pullman | \$8.99 |
| 9171 NSW 1st Class MBE | \$8.49 |
| 9215 Aust. Overland Dining Car | \$8.10 |
| 9216 Aust. Indian Pacific Dining Car | \$7.55 |
| 9242 1st Class SAR 'Trans Karoo' | \$8.10 |
| 9243 Dining Car SAR 'Trans Karoo' | \$8.10 |
| 9246 NSW Tam Sleeping Car | \$8.49 |
| 9247 Aust. Indian Pacific Power Van | \$7.55 |
| 9254 1st Class SAR Suburban | \$8.10 |
| 9255 3rd Class SAR Suburban | \$8.10 |
| 9256 3rd Class Driver Coach Suburban | \$14.35 |
| 9258 'PCA' Power Van for Overland | \$8.10 |
| 9311 French Composite | \$8.29 |
| 9322 'Indian Pacific' Sleeping Car | \$7.55 |
| 9323 'Overland' Sleeping Car | \$8.10 |

OO Scale Coaches:

| | |
|-----------------------------|--------|
| 5301 BR Intercity Corridor | \$8.99 |
| 5302 BR Intercity Open | \$8.99 |
| 5303 BR Intercity Brake | \$8.99 |
| 5313 GWR Corridor Composite | \$8.99 |
| 5314 SR Composite Car | \$7.75 |
| 5315 BR Intercity Composite | \$8.99 |
| 5321 BR Restaurant Car | \$8.99 |
| 5322 GWR Restaurant Car | \$8.99 |
| 5323 LMS Maroon Dining Car | \$8.99 |
| 5324 SR Restaurant Car | \$7.75 |
| 5325 BR Restaurant Car | \$8.99 |
| 5331 BR Corridor Brake | \$8.99 |
| 5333 GWR Corridor Brake | \$8.99 |
| 5334 SR Corridor Brake | \$7.75 |
| 5341 BR Parcel Van | \$7.75 |
| 5342 LMS Maroon Brake Van | \$8.99 |
| 5343 BR Brake Van | \$8.99 |
| 5344 BR Brake Van | \$8.99 |
| 5345 GWR Brake Van | \$8.99 |

HO Wagons:

| | |
|-----------------------------|---------|
| 2864 VR Bogie Covered Wagon | \$6.79 |
| 2865 Aust Container Car | \$6.55 |
| 2866 Aust Container Car | \$6.55 |
| 2917 SAR Tank Wagon | \$6.45 |
| 3500 Truck W/Gun | \$14.35 |
| 3511 Open Aust Car \$7354 | \$3.20 |
| 3515 Box Car Explosives | \$3.79 |
| 3521 Covered Wagon | \$5.10 |
| 3626 BP Tank Wagon | \$7.95 |
| 9036 VR Eix Bogie | \$5.99 |
| 9037 SAR Eix Bogie | \$5.99 |
| 9070 SAR Closed Van | \$6.45 |

OO Scale Wagons:

| | |
|--|--------|
| 5351 GWR Bogie Parcel Van | \$8.89 |
| 5352 Bogie Parcel Van | \$8.29 |
| 5356 CCT Parcel Wagon Rail Blue Livery | \$6.60 |
| 5357 CCT Parcel Wag. Early BR Livery | \$6.60 |

| | |
|--|--------|
| 5625 GWR 2 Axle Horse Box | \$4.90 |
| 5641 GWR 3 Axle Milk Tank Wag. St. Ivel | \$5.10 |
| 5642 GWR 3 Axle Milk Tank Wag. IMS | \$5.10 |
| 5643 GWR 3 Axle Milk Express Dairies' | \$5.10 |
| 5658 BR Std. 57' Bogie 'Theakstone Beer' | \$8.25 |
| 3070 -6 x 222mm Straight Track | \$3.20 |
| 0832 Set of 4 Aust. Containers | \$4.15 |

'N' Gauge:

Locos ('N')

| | |
|--|---------|
| 0217G BR Class 55 Co-Co | \$36.59 |
| 0204G Swiss RBe | \$42.65 |
| 0209G British Diesel Class 31, AIA-AIA | \$36.59 |
| 0214G Class 31 AIA-AIA Diesel Early BR | \$36.59 |

Coaches: ('N')

| | |
|--|--------|
| 0304 WL Pullman | \$5.69 |
| 0314 BR Composite | \$5.69 |
| 0315 BR Brake | \$5.69 |
| 0316 BR Buffet Car | \$5.69 |
| 0332 DSG Sleeping Car | \$5.69 |
| 0343 Pennsylvania Coach | \$5.69 |
| 0333 C.J.W.L. — U.I.C. Sleeping Coach | \$5.69 |
| 0340 German Sleeping Coach | \$5.69 |
| 0350 Swedish Luggage Passenger | \$5.69 |
| 0351 Swedish Passenger Coach | \$5.69 |
| 0352 BR Composite Coach | \$5.69 |
| 0353 BR 2nd Class Brake Coach SR | \$5.69 |
| 0354 BR Buffet Car SR | \$5.69 |
| 0357 BR Composite Coach — Crimson + Cream | \$5.69 |
| 0359 BR Buffet Car — Crimson + Cream | \$5.69 |
| 0363 BR Restaurant Car GWR | \$5.69 |
| 0365 Postal Wagon RENFE | \$5.69 |
| 0366 BR Standard Gangwayed Brake Van GWR | \$5.69 |
| 0367 BR Standard Gangwayed Brake Van (126mm) | \$5.69 |
| 0368 BR Standard Gangwayed Brake Van | \$5.69 |

'N' Scale Wagons:

| | |
|---|--------|
| 0405 BR Brake Van | \$3.79 |
| 0403 German Open | \$3.20 |
| 0408 Italian Freight Car FIAT | \$3.95 |
| 0410 GWR Brake Van | \$3.69 |
| 0418 Gondola 'Southern' | \$4.15 |
| 0427 Closed Wagon 'Stock' | \$4.75 |
| 0453 Tank Wagon ARAL | \$3.99 |
| 0464 Interfrigo Refrigerator Car | \$3.95 |
| 0467 Danish Wagon CARLSBERG | \$4.45 |
| 0469 German Refrigerator Van "SPATEN-BRAU" | \$4.45 |
| 0481 Italian Wagon to Transport Autos. SIFTA | \$7.20 |
| 0482 Pipe Wagon | \$5.29 |
| 0483 Plank Transporter | \$5.10 |
| 0484 Bogie Freightliner Transporter | \$5.99 |
| 0486 Flat Car W/Containers | \$5.99 |
| 0487 Flat Wagon W/3 Containers "KUHNE + NAGEL-ACL-SEA LAND" | \$5.99 |
| 0495 Box Wagon | \$4.75 |
| 0602 'Black Park' 7 Plank Wagon | \$3.49 |
| 0607 'J.K. Harrison' 7 Plank Wagon | \$3.49 |
| 0608 'P.W. Spencer' 7 Plank Wagon | \$3.49 |
| 0609 'Pinxton Collieries' 7 Plank Wagon | \$3.49 |
| 0611 'Typhoo Tea' Box Van | \$3.49 |
| 0615 GWR Box Van | \$3.49 |
| 0616 GWR 2 Axle Horse Box | \$4.75 |
| 0617 2 Axle Horse Box LMS | \$4.75 |
| 0621 Shellgas Tank Wagon | \$5.69 |
| 0622 'Amoco' Bogie Tank Wagon | \$5.69 |
| 0625 'Milk' Bogie Tank Wagon | \$5.69 |
| 0632 Open Military Wagon | \$3.79 |
| 0634 Closed Military Wagon | \$4.15 |
| 0720 'London Brick' Bogie Wagon | \$4.75 |
| 0729 'Blue Circle' Twin Tank Cement Wagon | \$4.39 |
| 0739 'Castrol GTX' 20 Ton Box Van | \$3.55 |
| 0785 Golden Fleece Wagon | \$4.35 |
| 0792 'British Leyland' Car Carrier | \$6.79 |
| 0795 Bogie Container Transporter | \$5.99 |
| 0862 GWR Bogie Parcel Van 'SYPHON G' | \$5.59 |

| | |
|---|--------|
| 0864 GWR Bogie Parcel Van BR Livery | \$5.59 |
| 0870 C.C.T. Parcels Wagon Early BR Livery | \$5.59 |

'O' Scale Locos:

| | |
|-----------------------------------|---------|
| 6533G BR Livery CI 4F 0-6-0 | \$45.25 |
| 6546G BR Diesel Shunter | \$29.99 |
| 6576G BR Diesel Green | \$49.99 |
| 6573G Italian Electric Loco Bo Bo | \$58.25 |
| 6577G BR CI Bo-Bo Diesel Loco | \$45.99 |

'O' Scale Coaches:

| | |
|---|---------|
| 6620 G.W. Corridor Coach | \$15.65 |
| 6645 BR/LMS Mark 1 Corridor Brake Coach | \$15.65 |
| 6654 BR Mark 1 Corridor Brake Coach | \$15.65 |

'O' Scale Wagons:

| | |
|-------------------------------|--------|
| 6730 Coal Wagon — Kendall | \$6.79 |
| 6731 'Caxton' Mineral Wagon | \$6.79 |
| 6733 Coal Wagon — Hall + Dean | \$7.59 |
| 6745 BR Closed Van | \$8.29 |
| 6746 G.W. Brake Van | \$8.45 |
| 6754 Coal Wagon — ClayCross | \$7.59 |
| 6755 Mineral Wagon | \$6.79 |
| 6756 Mineral Wagon | \$6.79 |

'O' Scale Track:

| | |
|-----------------------------------|---------|
| 6811 Curved Track 1400mm (Length) | \$1.55 |
| 6831 Right Hand Point | \$12.99 |
| 6832 Left Hand Point | \$12.29 |

GEM:

| | |
|--------------|--------|
| Point Motors | \$5.89 |
| Point Levers | \$1.25 |

TENSHODO — Point Motors

| | |
|--|--------|
| | \$9.55 |
|--|--------|

Transformers:

| | |
|--|---------|
| Toy Traders PS244 12V DC Controlled, 12V DC Uncontrolled, 15V AC Total | \$35.35 |
| Norman CS1 Transistor Controller | \$18.99 |
| Norman CS2 Two Stage Transistor Controller | \$27.60 |
| Norman Flasher Unit for Crossing Lights FL4 | \$6.90 |
| Norman — Det. 1 Detector Circuit | \$4.95 |

Scenic Materials:

| | |
|---|--------|
| Brick Paper (5 sheets) | \$1.15 |
| Superquick, Builder Plus etc. | |
| Springside Railway Hand Signal Lamps with Jewel | \$2.79 |

GRAHAM FARISH — N Gauge

| | |
|--------------------------|-------------------|
| 1105 BR Prairie Tank | \$64.98 |
| 1806 LMS Class 5 Maroon | \$126.65 |
| 1205 BR 4P 4-4-0 Loco | \$89.99 |
| 1001 LMS 08 Class Diesel | \$58.85 |
| 1609 2-6-2 Chassis | \$67.99 |
| 1409 4-6-0 Chassis | \$85.39 |
| Coaches available (each) | \$13.25 |
| Wagons available from | \$55.55 to \$7.79 |

Z.P.L. HO Signals:

| | |
|---|---------|
| CS100 3 Light Semaphore | \$12.95 |
| CS101 2 Light Semaphore | \$10.98 |
| CS103 3 Light Colour | \$6.65 |
| CS104 8 Light Position | \$10.98 |
| CS119 Crossing Signal W/Overhead Platform + 2 Extra Flashing Lights | \$11.60 |
| CS120 Searchlights W/Lens | \$8.35 |
| CS124 Level X-ing Signs (2 per pkt) | \$1.80 |
| 3 Volt Bulbs — Grain of Wheat Bulbs, Clear, Red, Green (each) | .65c |

ATHEARN

'40' Box Cars

| | |
|-----------------------|--------|
| 1205 Southern Pacific | \$4.99 |
|-----------------------|--------|

50' Plug Door Box Car

| | |
|----------------------|--------|
| 1323 Western Pacific | \$5.89 |
|----------------------|--------|

40' Box Car Steam Era

| | |
|-----------------------|--------|
| 5004 Seaboard | \$4.99 |
| 5011 Southern Pacific | \$4.99 |
| 5012 Union Pacific | \$4.99 |

| | |
|-------------------------------|---------|
| 50' Auto Car Steam Era | |
| 5041 Seaboard | \$4.99 |
| Trainmaster Powered | |
| 4300 Undecorated | \$39.99 |
| 4301 Und. SP Type | \$39.99 |
| 4302 Milwaukee | \$39.99 |
| 4303 C + NW | \$39.99 |
| 4304 N + W | \$39.99 |
| 4305 Pennsylvania | \$39.99 |
| 4306 Santa Fe | \$39.99 |

| | |
|----------------------------|---------|
| Trainmaster — Dummy | |
| 4320 Undecorated | \$17.99 |
| 4321 Und. SP Type | \$18.99 |
| 4322 Milwaukee | \$18.99 |
| 4323 C + NW | \$18.99 |
| 4324 N + W | \$18.99 |
| 4326 Santa Fe | \$18.99 |
| 4327 Southern Pacific | \$18.99 |

| | |
|------------------------------------|---------|
| MAINLINE | |
| 063 Warship Class Diesel Blue | \$25.55 |
| 064 Warship Class Diesel Green | \$25.55 |
| 111 57' 1st/3rd Corridor BR Maroon | \$9.10 |
| 112 57' 3rd Brake BR Maroon | \$9.10 |
| 113 Restaurant Cars Blue/Grey | \$9.20 |
| 146 Tank National Benzole | \$4.65 |
| 153 Tank Esso | \$4.65 |
| 154 Cattle Wagon LMS | \$3.45 |
| 160 Hopper Wagon Bisc. | \$4.10 |
| 161 Ore Hopper Sheepbridge | \$4.10 |
| 165 Tank Shell Motor Spirit | \$4.65 |

| | |
|------------------------------------|---------|
| HELJAN HO GAUGE | |
| 102 Road Bridge Overpass | \$3.25 |
| 135 Old Time Hotel | \$11.99 |
| 205 Danish Delux Farm | \$9.45 |
| 206 Roadside Inn | \$7.15 |
| 210 European Blacksmith Shop | \$3.90 |
| 211 Small Brick House | \$3.59 |
| 215 Ranch House | \$3.59 |
| 350 Two Weekend Cottages | \$3.59 |
| 351 Two Beach Houses | 3.59 |
| 355 Lighthouse | \$6.20 |
| 370 Molasses Mine | \$11.39 |
| 461 Drugstore | \$5.55 |
| 465 Bar and Beauty Salon with apts | \$7.49 |
| 804 Manual Turntable | \$31.20 |
| 820 Hotel | \$11.70 |
| 901 Two Brothers Restaurant | \$18.85 |
| 903 Bank | \$18.85 |
| 904 Woolworths and Ice Cream Store | \$18.85 |
| 912 Henry Fords First Factory | \$18.85 |

| | |
|-------------------------|---------|
| HELJAN N GAUGE | |
| 640 Passenger Station | \$5.85 |
| 643 6-Stall Roundhouse | \$18.85 |
| 652 Sand Silo | \$3.90 |
| 665 Container Transfer | \$4.89 |
| 670 Grain Mill | \$5.20 |
| 671 Foundry Building | \$5.20 |
| 672 Furniture Factory | \$5.20 |
| 675 Appliance Warehouse | \$5.85 |
| 678 Brewery Malt House | \$29.25 |

| | |
|-----------------------|---------|
| HORNBY: | |
| Locomotives: | |
| 041 GWR 0-6-0 PT | \$41.19 |
| 058 0-6-0 BR Class 3F | \$41.19 |
| 063 4-6-2 Britannia | \$76.85 |
| 072 BR Class 25 Green | \$43.30 |
| 073 BR Class 47 | \$43.29 |
| 074 HYMEK | \$33.59 |
| 068 BR Class 25 Blue | \$43.30 |
| 078 King Edward 1 | \$67.30 |
| 080 BR Class 29 Green | \$38.45 |
| 084 BR Class 29 Blue | \$38.45 |
| 352 BR Class 52 | \$50.99 |
| 357 LMS Patriot 4-6-0 | \$76.85 |

| | |
|----------------------|---------|
| 761 GWR Hall Loco | \$67.29 |
| 842 LMS Class 5 Loco | \$67.29 |

| | |
|-----------------------------|---------|
| Coaches: | |
| R449 Coach Lighting Unit | \$5.65 |
| R229 Pullman Coach | \$14.29 |
| R429 GWR Comp. Collett | \$9.99 |
| R454 GWR Restaurant Collett | \$9.99 |
| R430 GWR 57' Brake Coach | \$9.99 |

| | |
|---|---------|
| Wagons: | |
| R135 Smith's Van | \$5.00 |
| R101 Coke Wagon | \$5.00 |
| R097 Arnold Sands Wagon | \$5.00 |
| R671 6 Wheeled Van 'Palethorpes' or LMS | \$8.99 |
| 125 Twin Silo Wagon | \$5.89 |
| 232 Operating Ore | \$10.89 |
| 235 45 Ton Open Wagon | \$6.25 |
| 137 McVities Open | \$6.25 |
| 236 45 Ton Steel Carrier | \$6.25 |
| 331 VR 'Z' Van | \$4.65 |
| 386 Millers Coal | \$3.79 |
| 387 Peters Milk Tank | \$4.65 |
| 389 NSW Brake Van | \$5.45 |
| 391 CIG Oxygen Tank | \$5.89 |

| | |
|---------------------------|---------|
| Accessories: | |
| 739 Break Down Crane | \$35.35 |
| 629 Level Crossing | \$3.79 |
| 505 Water Tower | \$7.85 |
| 635 Double Track Crossing | \$10.20 |

| | |
|----------------------------------|---------|
| HORNBY MINITRIX | |
| Locos | |
| N.203 'Britannia' | \$79.99 |
| N.204 BR Class 27 Diesel | \$39.99 |
| N.208 Warship (Green Livery) | \$68.95 |
| N.109 BR Class 9F 'Evening Star' | \$79.95 |

| | |
|---|---------|
| Rolling Stock | |
| N.301 BR Composite (GW Regional Livery) | \$10.45 |
| N.302 BR Brake Composite (GW Regional Livery) | \$10.45 |
| N.303 BR Composite (Rail Blue and Grey) | \$10.45 |
| N.305 BR Composite (Maroon) | \$10.45 |
| N.306 BR Brake Composite (Rail Blue and Grey) | \$10.45 |
| N.308 BR Brake Composite (Maroon) | \$10.45 |
| N.501 BR Brake Van | \$5.95 |
| N.502 Mineral Wagon | \$5.95 |
| N.503 Closed Van | \$5.95 |
| N.504 LWB Open Wagon with Barrel Load | \$5.95 |
| N.505 Covered AB Van | \$5.95 |
| N.506 Bogie Ballast Wagon | \$6.98 |
| N.507 'Jameson' Open Wagon | \$4.15 |
| N.508 'Jenks' Open Wagon | \$4.15 |
| N.509 'Ford' Bogie Van | \$5.49 |
| N.510 Car Transporter | \$8.99 |
| N.511 'Ilkeston' Open Wagon | \$4.45 |
| N.512 'Millom' Open Wagon | \$4.45 |
| N.513 BR Mineral Wagon (Grey Livery) | \$5.95 |
| N.514 'Sheepbridge' Wagon | \$5.95 |
| N.515 'Foster' Wagon | \$5.95 |

| | |
|---|--------|
| Buildings and Accessories | |
| N.403 Signal Box (NEW) | \$3.40 |
| N.404 Engine Shed (NEW) | \$3.70 |
| N.405 Water Tower (NEW) | \$2.80 |
| N.406 Goods Shed (NEW) | \$4.30 |
| N.460 Straight Platform Pack (NEW) pack | \$5.80 |
| N.464 Ramp Platform Pack (NEW) pack | \$5.50 |

| | |
|---------------------------------|--------|
| Minitrix Track | |
| N.628 Fault Finding Light (NEW) | \$2.99 |
| N.651 Power Clip | .39c |

| | |
|--|----------|
| WRENN | |
| OO LOCOMOTIVES | |
| W2201 0-6-0 Industrial Tank Loco "Esso" Blue | \$44.25 |
| W2203 0-6-0 Industrial Tank Loco "Shell" Silver Grey | \$44.25 |
| W2204 0-6-0 Tank Loco L.M.S. Red | \$44.25 |
| W2206 0-6-0 Tank Loco B.R. Green | \$44.25 |
| W2210 4-6-2 Class A4 Loco "Mallard" No. 4468 L.N.E.R. Blue | \$117.75 |
| W2211 4-6-2 Class A4 Loco "Mallard" with Tender B.R. Green | \$117.75 |
| W2213A 4-6-2 Class A4 Loco "Gannet" L.N.E.R. Black | \$117.75 |
| W2218 2-6-4 Class 4MT Tank Loco B.R. Black Livery | \$97.50 |
| W2219 2-6-4 Class 4MT Tank Loco L.M.S. Red Livery | \$97.50 |
| W2225 2-8-0 Class 8F Loco with Tender L.M.S. Black Livery | \$117.75 |
| W2227 4-6-2 Class 7P Loco "City of Stoke" Tender L.M.S. Black | \$117.75 |
| W2228 4-6-2 Class 8P Loco "City of B'ham/E'burgh" B.R. Green | \$117.75 |
| W2229 4-6-2 Class 8P Loco "City of G'gow/M'ter" B.R. Blue | \$117.75 |
| W2230B 1000 BHP Bo-Bo Diesel-Electric Loco B.R. Blue Livery | \$73.50 |
| W2231 0-6-0 Diesel-Electric Shunting Loco B.R. Green Livery | \$59.25 |
| W2232 0-6-0 Diesel-Electric Shunting Loco B.R. Blue Livery | \$59.25 |
| W2233 0-6-0 Diesel Electric Shunting Loco L.M.S. Black | \$59.25 |
| W2234 0-6-0 Diesel-Electric Industrial Loco "N.C.B." Red | \$59.25 |
| W2236 4-6-2 West Country Loco "D'ter/Bodwin" B.R. Green | \$125.98 |
| W2238 4-6-2 Rebuilt Merchant Navy Clan Line Tender B.R. Green | \$117.75 |
| W2239 4-6-2 West Country Loco with Tender "Eddystone" B.R. Green | \$117.75 |
| W2243 0-6-0 Diesel Electric Industrial Loco "Dunlop" Yellow | \$59.25 |
| W2246 2-6-4 Class 4MT Tank Loco C.R. Blue | \$97.50 |
| W2247 4-6-0 Castle Class "Clun Castle" Tender G.W.R. Green | \$117.75 |
| W3304/5 Pullman Motor Coach 2 car set B.R. Blue "Brighton Belle" | \$127.50 |
| W3006/7 Pullman Motor Coach 2 car set B.R. Brown/Cream | \$127.50 |

| | |
|---|---------|
| OO SUPER DETAIL WAGONS | |
| W4305 Fruit Van "Babydam" | \$8.95 |
| W4310 Guards Van B.R. | \$7.45 |
| W43.11 Guards Van L.M.S. | \$7.45 |
| W4315 Horse Box with opening door "Royden Stables" S.R. Green | \$11.50 |
| W4316 Horse Box with opening door B.R. Maroon | \$11.50 |
| W4320 Refrigeration Van "Eskimo" | \$8.50 |
| W4323 Utility Van with opening doors S.R. Green | \$11.50 |
| W4324 Utility Van with opening doors Blue Livery | \$11.50 |
| W4635 Coal Wagon "Higgs" with load | \$7.45 |
| W4640 Goods Van steel type | \$6.55 |
| W4652A Machine Wagon "Loriot" G.W. | \$5.99 |
| W4657 6-wheeled Wagon "U.D. Milk" | \$11.50 |
| W46.58 Prestwin Silo Wagon "Fisons" | \$9.98 |
| W5001 Blue Spot Fish Van "Ross Foods" | \$7.45 |
| W5004 Ventilated Van "Dunlop" | \$7.45 |
| W5005 Cement Wagon "Tunnel" | \$8.50 |
| W5010 Ventilated Van "Robertson" | \$7.45 |
| W5012 Parcels Van | \$7.45 |
| W5013 6-wheeled Wagon "St Ivel" | \$11.50 |
| W5016 Cement Wagon "Blue Circle" | \$8.50 |

HOBBY WAREHOUSE

Open: Mon-Fri 8.30 to 5.00, Thur Night to 9.00, Sat Morning 8.30 to 12.00

30 Kingston Road, Underwood, Queensland. 4119

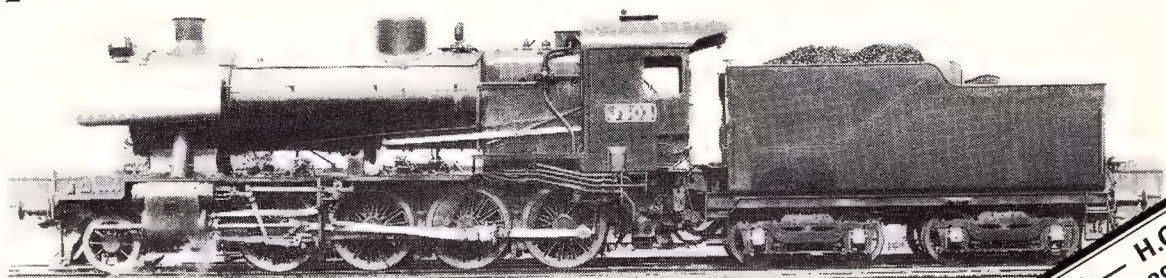
401 Gympie Road, Strathpine, Queensland. 4500

LAY-BY
NOW



Expected in November from Dong Jin Models V.R. "J" CLASS

(V.R. PROTOTYPE PHOTO)



AUSTRALIAN LOCOMOTIVE COMPANY

P.O. BOX 173, BORONIA, VICTORIA 3155

LIMITED RUN — H.O. SCALE
PRICE: \$395
 Subject to Exchange Rate

NEXT IN BRASS FROM

TRAX

THE Z-12 Class 4-4-0

with optional builders plates.
'Beyer Peacock' or 'Atlas Engineering'.

For delivery January 1983

\$325.00

Due to the worsening exchange rate only a limited number of this model will be available through TRAX retail outlets. If your dealer is unable to supply please order direct from:-

TRAX MODEL PRODUCTS PTY. LTD.

P.O. Box 312,
 RYDE, N.S.W. 2112
 (02) 896-2313

FOX CONTINENTAL MODEL RAILWAYS

New from Roco

| | |
|---|---------|
| 4111A 2-10-0 C5/6 Gotthard Loco SBB | \$96.00 |
| 4126A 2-10-0 BR 043 with oiltender | \$98.00 |
| 4185A Electric railcar E90 DB | \$65.00 |
| 4139B Electric goods train brown livery | \$77.00 |
| 4162A 2 axle diesel loco SNCF | \$33.00 |
| 4396D Cable transporter with 5 rolls | \$10.15 |

New from Lilput

| | |
|--|--|
| 91 03 Tank loco BR 91 DB Black and red | |
| 91 13 Tank loco 91 class OBB all black | |
| 4750 Passenger train electric loco of the SBB | |
| 223 50 Ballast wagon SBB | |
| 258 50 Tank wagon Schenk SBB | |
| 221 50 Private owner refrigerated box car Bell | |

New from Lima

| | |
|---------------------------|----------|
| Lufthansa airport express | \$108.00 |
|---------------------------|----------|

Fred Fox
 P.O. Box 111
 Doonside 2767
 NSW



INTRODUCING



GREEN MAX 'N' gauge Rolling Stock & Structure Kits

MICRO ACE 'N' gauge R.T.R. Quality Locos & Rolling Stock

Available Late October At Your Local Model Shop.

If Any Difficulty
 is Encountered
 Obtaining These
 Products, Please
 Contact:-
 S.A.E. for List

CHAUCER HOBBIES

P.O. Box 70 Canterbury
 Vic 3126. Ph 836 7328

TRADE
 ENQUIRIES
 WELCOME



NARROW GAUGE MODEL SHOP

Specialising in Scratchbuilders Supplies for O & HO gauges

MAIL ORDERS ONLY to:

P. O. BOX 59,
MORNINGTON 3931,
VICTORIA, AUSTRALIA.

Serving the Railway Modeller operating in :

H0n2 - H0n30 - H0n3 - On2 - On30 - On3 - 1:22.5

Suppliers of Grandt Line Plastic Detail Fittings - Don Winter 1:22.5 Castings
Precision Scale Brass Locos. and Detail Fittings
Sandy River Car Shops On2 and H0n30 kits
Kappler dimensioned timber.

GRANDT LINE: H0n3 Bogies - Arch Bar, Bettendorf, Andrews \$ 7.50 pair, posted
H0n30 Arch Bar Bogies (SRRL) \$ 7.50 pair, posted
On3 Arch Bar Bogies \$16.00 pair, posted

All Grandt Line Bogies have delrin side frames, N.S. wheel rims, metal axles,
and are available in black or brown.

ILLUSTRATED CATALOGUE AND PRICE LIST AVAILABLE \$3:00 post paid.

IMPORT HOBBIES

Specialists in Australian and American Prototype

Australian HO

| | \$ c |
|--------------------------|--------|
| TRAX (NSW Railways) | |
| Z13 4-4-2 (1 left) | 250.00 |
| LCH Coal Hopper | 5.25 |
| CCH Extended Coal Hopper | 6.05 |
| RSH Rutile Hopper | 6.05 |
| RU Wheat Hopper | 5.50 |
| K Open Wagon | 5.50 |

All above kits are 4 wheelers and req wheel sets and couplers

| | |
|----------------------------|------|
| TRC Refrigerator Van | 7.00 |
| MBC-MRC Box Car (due soon) | TBA |

Above kits req bogies and couplers

AR Kits (NSW Railways)

| | |
|------------------------|-------------|
| GLV&GLX (NLGX) Box Car | 4.45 |
| GLV/GLX | 5 for 21.00 |
| BCH (NHDA) Hopper | 5.35 |
| BCH (NHDA) | 5 for 26.00 |

Above kits req bogies and couplers

BGB (SAR and VR Railways)

| | |
|---------------------------|-------|
| VR VLEX (VSX) Louvre Van | 7.45 |
| VR VLF-VLX Louvre Van | 6.80 |
| VR VBBY-VBBX Louvre Van | 6.80 |
| VR VOBX (ELX) Gondola | 6.80 |
| VR BMX-BP Box Car | 6.60 |
| SAR SGMX(AOFX) Gondola | 6.10 |
| SAR Tantanoola Goods Shed | 15.05 |
| VR Condah Goods Shed | 16.00 |

Above rolling stock kits req bogies and couplers

RAILS NORTH (NSW Railways)

| | |
|-----------------------------------|-------|
| KLY Bogie Louvre Van | 13.95 |
| KLV/KLY Bogie Louvre Van | 13.95 |
| OCY Bogie Flat Wagon | 13.95 |
| Above kits with bogies, no wheels | |
| CLX Bogie Louvre Van | 13.95 |
| MLV Bogie Louvre Van | 13.95 |
| E Bogie Flat Wagon | 13.95 |
| BBW Bogie Ballast Hopper | 13.95 |
| BMF Flat Wagon w/tanks | 13.95 |

Above kits less bogies

CAMCO (NSW Railways)

| | \$ c |
|-------------------------|------|
| CW 4 wheel cattle wagon | 6.25 |
| GSV 4 wheel sheep van | 6.25 |

Above kits w/wheels and decals

MINI MODELS (NSW Railways)

| | |
|---------------------|------|
| BSV Bogie Sheep Van | 9.65 |
|---------------------|------|

Above kit includes bogies but req couplers

KADEE HO

| | |
|-----------------------------|--------------|
| No. 5 couplers | 2 prs 3.10 |
| No. 5 couplers | 20 prs 30.00 |
| No. 6, 7, 8, 9, 16 | 2 prs 3.75 |
| No. 6, 7, 8, 9, 16 assorted | 20 prs 36.00 |
| 308 Uncouplers | 2.95 |
| 321 Uncouplers | 4.00 |
| 520 33 inch wheel sets | 12 or 7.50 |
| 521 36 inch wheel sets | 12 for 9.45 |

CON-COR N

| | |
|---------------------|-------|
| RDC 1 AT&SF, CN, UP | 54.55 |
| DL 109 AT&SF | 67.85 |
| PA 1 SF, SP | 58.95 |
| PA 1 Dummy SF UP | 18.25 |

BACHMANN HO

| | |
|------------------------|-------|
| 4-8-4 AT&SF | 64.75 |
| 4-8-4 GS 4 SP Daylight | 60.00 |
| DD-40X UP | 51.00 |
| GE BQ 27-7 Chessie | 21.25 |

SHINOHARA N Track

| | |
|-------------------------|-------|
| Flex Track 90cm Code 70 | 3.20 |
| No 4 turnout LH, RH | 4.95 |
| No 6 turnout LH, RH | 5.65 |
| No 4 Y | 5.65 |
| No 4 Double Slip | 20.95 |
| No 6 Curved LH, RH | 8.95 |
| No 6 three way | 16.50 |
| No 6 Double Slip | 20.95 |
| Point Motor | 3.65 |

MODEL POWER HO US

| | \$ c |
|-------------------------|-------|
| E7 w/flywheel UP | 54.55 |
| SD 40-2 w/flywheel QNSL | 26.25 |

SHINOHARA HO Code 70

| | |
|---------------------|-------|
| No 4 turnout LH RH | 5.90 |
| No 4 Y | 5.30 |
| No 6 turnout LH RH | 6.60 |
| No 6 three way | 13.30 |
| No 8 Curvable LH RH | 10.95 |
| Double Slip | 15.90 |
| 30°, 45° Crossings | 6.85 |
| Flex Track 1m | 3.30 |

NEWS BITS

Shipping supplies are getting back to normal and we are having less delays. Unfortunately owing to cost increases we are reluctantly increasing our costs for the first time since August 1981. New books in stock are The Diesel Years at \$21.00; WP Diesel Years at \$20.00; and Six Axle Quartet at \$14.00. We have further stocks of Kalmbach John Allen's Railroaders at \$22.95; Track Planning Ideas at \$6.95 and Diesel Loco Rosters of the US at \$7.50. The SMR loco decals and SMR freight decals are selling well at \$1.10 per pack (should be reviewed this issue). We still have stocks of our assorted private owner 4 wheel coal hopper decals at \$1.10 per pack. Hopefully our next decals will be for BHP locomotives including the brass number plate used at the Newcastle works and BHP freight wagons.

Please note packing and postage extra on all items and is charged at standard Post Office rates plus 50c packing fee. Please allow extra, any excess refunded.

4 Windemere Court,
ALBANY CREEK, QLD 4035
Telephone (07) 264 2061.

CATALOGUES

WALTHERS N Scale, incl Z. 258 \$ 6.00
pages (post Qld \$2.50; NSW \$3.60;
other \$4.40)
WALTHERS DECAL CAT 1982 Ed.
Posted \$ 4.70

BOOKS

U.P. Painting Guide 1903-1930 \$19.95
U.P. Freight Cars of the '50's \$14.40
N&W Giant of Steam \$38.50
Marshall Pass \$22.95
Artic. Steam Locos of Nth. America \$45.00
Rio Grande \$25.00
Rails, Sagebrush & Pine \$21.50
Colorado Railroads \$24.95

HO SCALE

T&D MODELS SD40T-2 Shell Fits
FP45 chassis \$17.95

ATLAS

FP7 BN \$35.00; SD24 S Fe \$37.50
BEV-BEL (Athearn Freight Cars)
54' PS Hopper CNW, N&W,
CONRAIL \$ 7.70
ACF Cov. Hopper Lexan, NYC, BN,
Conrail \$ 7.35
40' Box N&W, WM, UP, BN \$ 6.30
50' Railbox MP, Conrail, D.T.&I.,
PC, BN \$ 7.35
50' DD Box GN, NP, Rio Grande \$ 7.00
50' Plug Door WP, Rio Grande, PC \$ 6.30
50' Mech. Reefer Maine \$7.00,
Tropic \$ 7.35

TRAIN MINIATURE

NP 25 Ton Crane & Flat kit \$13.95
E&B
ACF COV. HOPPER UP, SP, NH \$ 9.75

N SCALE

LOCOMOTIVE

Brass RS-1 available from us. US made,
can motor available approx. December.
Reservations accepted, price approx.
\$180-\$200

Columbia Car & Foundry

Doodlebug Kit again available in
many names \$11.95

KADEE

NEW Coupler styles now available,
3 shank lengths to suit many conver-
sions incl Kato 2 pr. \$ 5.65

DIAM TRAINS

Kits - Crew, Repair Car, Tender
incl Trucks \$ 8.40
Snow Plow, Vanderbilt Tender
(RR Model) \$16.80
120 Ton Crane \$13.95

*New shipment to hand Con-Cor, Atlas
Cabooses, Shinohara Track, Tenshodo
Spuds, Sagami Motors*

Mail Order a Pleasure
BANKCARD WELCOME

J. & J. HOBBIES

P.O. BOX 155, BEAUDESERT, 4285
(15 Selwyn St.) Ph. 075 411014



GAUGE
G: 45mm

GOSH
GAUGE

L.G.B.

We've decided that
the G in our name
stands for Gosh!
'Cause that's what
everyone says when
they see it. You will
too. Send \$4.00 for
our full descriptive
brochure.

P.O. Box 527,
MANLY, 2095
AUSTRALIA.

Phone: (02) 94 3280 AH

SHOWROOM

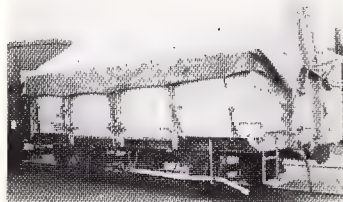
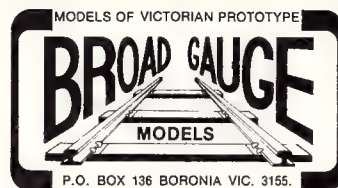
Level No.6

AETNA Life Tower
219-227 Elizabeth St.,
SYDNEY.

Ph. (02) 267 8548.

"The World's First
and only Indoor-
Outdoor Railway."

BROAD GAUGE MODELS
P.O. BOX 136,
BORONIA
VIC. 3155



An injection molded polystyrene kit of the
VicRail GY class open goods truck in HO
scale.

Price \$6.85 plus 50c postage or at a recom-
mended price of \$6.85 from better hobby
shops.

Complete your GY with our etched brass brake lever and brake
rigging. Enough parts supplied to complete 5 wagons. Price \$6.50.

ALSO AVAILABLE

VR corrugated iron goods shed kit in HO - \$18.00
VR shunters steps and brakewheels in etched brass - \$5.50.



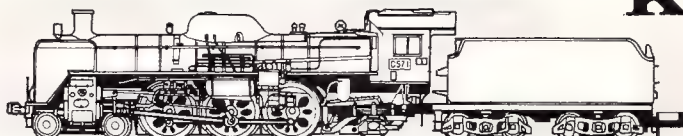
Victorian Railways Portable station
building kit in HO scale. Kit includes
toilets but does not include platform.
Price \$21.50

BROAD GAUGE MODELS VR products listed above may be ordered
direct but please add an additional 5% for postage. OR through selected
retail outlets.

Reg. Office 511 Mt. Dandenong Rd.,
Kilsyth.

NORTHSIDE HOBBIES

SHOP 56 CARLINGFORD SQUARE, CARLINGFORD, N.S.W. 2118. Phone 02 872 3553
OPEN Mon - Fri 9.00-5.30, Thur to 9.00, Sat to 3.30



KATO

COMING SOON

C57 Class
Pacific of
the J.N.R.

KATO, JAPAN'S LEADING MAKER OF 'N' GAUGE TRAINS, OFFERS YOU A STANDARD OF DETAIL,
RUNNING QUALITIES AND RELIABILITY USUALLY FOUND IN PRODUCTS COSTING MUCH
MORE. Catalogue - 1982-83 CATALOGUE \$4.00 Posted.



Tenshodo

HO

"SPUD"

NOW IN 5 SIZES!

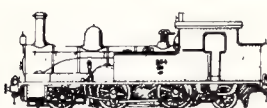
TENSHODO 'KIDO' MOTOR
- Double Shaft

MK II L19.0 x W9.5 x H 13.0 mm \$13.95
MK III L16.0 x W9.5 x H 13.0 mm \$13.95

| | |
|--------------------------|---------|
| 24.5mm x 10.5mm | \$20.95 |
| 26.5mm x 10.5mm | \$20.95 |
| 31.5mm x 10.5mm | \$20.95 |
| (Disc.) 31.5mm x 11.5mm | \$21.95 |
| (Spoked) 31.5mm x 11.5mm | \$21.95 |

OUR RANGE INCLUDES

ATLAS, ATHEARN,
BACHMANN, LIMA,
CON-COR, MAINLINE,
ENDO, TOMIX, TRAX,
HORNBY, PEMCO, PIKO



PECO, SHINOHARA,
LILIPUT, SENTINAL,
ROUNDHOUSE, KADEE,
WOODLAND SCENICS,
FLOQUIL, FALLER, POLA.

ONE OF QUEENSLANDS LARGEST RETAIL STOCKISTS OF BOTH HO GAUGE AND N GAUGE ELECTRIC TRAINS AND ACCESSORIES.

CUSTOMER SERVICE IS OUR AIM — IF WE HAVEN'T GOT IT, WE WILL TRY TO GET IT!

VALLEY TOYLAND and HOBBY CENTRE

VALLEY CENTRE PLAZA, BRUNSWICK ST. 4006 Ph. 521005

Each Month We Will Try to Offer Some Top Name Item at Special Prices.

NEW!... for us

Berliner TT Bahnen

The model railway • Step towards the TT — hobby!

The future model railway • A perfect model railway.

Send **\$2.95** for Catalogue and Price List

We stock a comprehensive range

MANY
OTHER SPECIALS
CALL
AND SEE FOR
YOURSELF.

Our Range Covers:-

HO Gauge: LIMA, RIVAROSSA, JOUEF, BACHMANN PIKO, TYCO.

N Gauge: ATLAS, RIVAROSSA, MINITRIX, LIFELIKE, PECO, BACHMANN, LIMA, PIKO.

Some of our Kits:-

KIBRI — POLA — VOLLMER — VAU-PE — JOUEF — AIRFIX — LIFELIKE — RATIO — ROUNDHOUSE — TYCO — VERO

GET ON THE RIGHT TRACK

MINTO HOBBIES

SHOP 3 MINTO MALL
PEMBROKE ROAD
MINTO NSW
603 3242



Track Cleaning Car

\$3.95



Crane Car with Working Hook & Boom

\$1.95

| | |
|---------------------------------|---------|
| MINI MODELS NSWGR BSV Sheep Van | \$8.25 |
| TRAX LCH Coal Hopper | \$4.70 |
| TRC Refrigerator Van | \$6.40 |
| CCH Coal Hopper | \$5.65 |
| RU Wheat Hopper | \$5.65 |
| K Wagon | \$5.25 |
| AR KITS NSW SRA BCH Coal Hopper | \$5.65 |
| NSW SRA GLV? GLX Louvre Van | \$4.70 |
| LIMA NSW C1 38 Black Loco | \$67.00 |
| LIMA Class 42 Diesel | \$37.00 |
| WRENN N Gauge Flexi. Track | \$1.50 |
| MODEL POWER 'N' Gauge Hopper | \$2.65 |
| Caboose | \$2.65 |
| Tanker | \$2.65 |

OUR RANGE INCLUDES.

AHM, AMRI Accessories, Athearn, Badger Air Brush, Bachmann, Eda, Faller, Floquil paints, Heki, Heljan, Herpa, Hornby, Humbrol paints, H&M Transformers, Kadee couplers, Kalmbach books, Kibri, K&S Metal, Lifelike, Lima, Locomotion, Mainline, Marklin, Methanotechnika, Mini Models, Merten People, Mn'J Decals, Model Power, PECO, Pemco, Piko, Pola, Powermaster, Preiser People, Rivarossi, Roco, Romford, Roundhouse, Sentinel, Superquick, Tyco, Vaupe, Vero, Wiking Vehicles, Woodlands.

N GAUGE



8304

FMC 50' BOX CAR
'The Hoosier Connection'

LARGE RANGE OF N GAUGE NOW AVAILABLE
MAIL ORDERS A PLEASURE
LAYBY AND BANKCARD WELCOME



RIVAROSSA

HO/OO

1212
Old Timer 4-4-0 Loco
with tender - Virginia &
Truckee

PRIVATE: 10 cents a word, name, address and phone number included. Minimum \$1.50 per insertion. Advance or continuous insertions not accepted.

COMMERCIAL: \$2.00 per line, minimum of \$7.00. Advance continuous insertions not accepted.

All monies must accompany copy, which must be clearly written on paper. Definitely no phone insertions accepted. If stamps are used as part payment, each stamp must not exceed the standard postage rate, and must not be attached to any paper.

Send all copy and payment to SCR Publications, PO Box 235, MATRAVILLE, 2036.

FOR SALE

BRASS locomotives. Tenshodo GP35 G.N. \$75.00. N.W.S.L. 0-6-0 USRA \$160.00; Olympic Gem N. & W. J. class \$280.00; KTM 2-10-4 \$240.00; Soho Verandah Turbine \$290.00. Car kits, transistor transformer throttle. (02) 601 6076 after hours and week-ends.

LIMA VR 'S' class loco — early model — brand new \$15.00 post paid, K. Horne, Griffin Pde, Illawong, 2234.

HO BRASS — Westside Union Pacific FEF2 4-8-2 by Katsumi unpainted T.R.O. \$398.00; PFM Santa Fe 4-8-4 unpainted T.R.O. \$425.00; N.S.W.L. Weyerhaeuser 201 2-8-8-2 can motor \$425.00; N.W.S.L. Kosmos 11 2-6-6-2 painted T.R.O. \$399.00; Gem Little River Baldwin 2-4-4-2 painted T.R.O. \$389.00; PFM D. & R.G.W. L-131 2-8-8-2 good mover \$649.00; Custom Brass (Jap) M.Y.N.H. att. L4 4-6-2 T.R.O. \$299.00; Fujiyama N. Pacific T.I. 2-6-2 \$350.00; N.W.S.L. Southern articulated hopper cars unused (set of 3) \$89.00 set; Westside set of five D. & R.G.W. coaches factory painted (unused) \$325.00 set; Custom Brass G. Northern snow flanger caboose (unused) \$89.00. Selected trades considered on all above mainly D. & R.G.W., D. & R.G.S., C & S, V & T, Southern Pacific, logging, rod and shay, coaches. Phone Bus (052) 314289, A.H. (052) 353277.

MINT boxed Hornby items: Two Caledonian 0-4-0 saddle tank locomotives \$26 ea, Two operating LMS Royal Mail coaches \$13 ea, Three arch brick viaduct \$5. Please phone Newcastle (049) 51 5219 evenings.

25' x 8' layout, portable, super elevated Code 70 track, minimum 4' radius, No. 6 & 8 points, requires minimum work to complete. Would suit as club layout or portable display unit. Remote free standing control panels included. Price negotiable. (049) 52 3738.

JOUEF SNCF HO stock. About 100 pieces, locos, rolling stock & structure kits. All in original boxes, some unopened. For details D. Heap 1/160 Dangar St, Armidale 2350. (067) 72 1598.

BERGS NSWGR 57 class painted had very little use. \$600.00 ono. Also NSW rolling stock and kits assembled and unassembled. Phone John Tolhurst (07) 349 5098.

BRASS Dockyard C38 latest run mint \$400 unpainted, \$500 professionally painted green. Brass Bergs FO carriages mint \$100 panel, \$120 matchboard. Brass Bergs D59 coal version mint \$550. Hornby bodies 'GM' or 'S' \$5. Col McLeod. Skye Motel, Holbrook 2644 (060) 36 2333.

HORNBY Dublo Cardiff Castle (2 Rail) \$65. 2 Southern suburban S/D coaches \$25 ea. All in exc condit. SSAE to K. Shenton, 79 Seaflower Cresc. Craigie, 6025.

O GAUGE, Six Peco turnouts as new \$18 each. Pittman DC81 motor and gear set \$16. Lima diesel green with two motors \$25. Walker (062) 54 8396.

NSWGR rolling stock brass. C38 latest run Dockyard mint, X36 painted and weathered. C32 painted. C30T mint. D50 painted. CPH railmotor powered and non powered mint. CPH railmotor powered under coat paint. Z19 Prototype painted (2 off). Workshop 5 Models, part assembled — TAM, VHO, MCE, (2) CR. Lima TAM passenger cars (4 off), 44 class diesel (3 off), C38 as new. Offers to K.A. Nelson, 580 Blackburn Rd, Mt. Waverley, 3149, (03) 560 9828.

VARIOUS HO and N. Lone Star 000 die cast, box N buildings, HO buildings, magazines, Railway Modeller, Modeller Railroader, A.M.R.M., etc. HO locos and rolling stock mainly NSWGR, some brass, some Triang wagons etc. Write or phone for details. M. O'Hanlon, 5 Baxter Ave, Springwood, 2777. (047) 51 2259.

V.R. 'R' class — Dockyard, painted and numbered. Fine unit. Realistic offers over \$400. Advertiser 87, SCR Publications, PO Box 235, Matraville, 2036.

SIX Hornby Great Western four-wheel passenger coaches \$5 ea (three mint, three nicely weathered); Campbell wooden trestle bridge, mint boxed kit \$4; seven 1920's type Jordan and Heljan trucks, mint boxed kits \$2 ea; mint unboxed Mainline molasses wagon \$3; Wiking heavy truck \$3. Please phone Newcastle (049) 51 5219 evenings.

O GAUGE wheels, four sets 30mm spoked, four sets 24mm disc, eight sets 21mm spoked plus some axle guards, buffers, sleepers \$70. Peake 10 Tranmere Place, Craigie, 6025.

ZERO 1 R950 master control unit, hardly used. \$150 — ph Richard Barrock (03) 818 5496.

N.S.W. — SYDNEY

ASTER Model Railway Locomotives

Live Steam No. 1 Gauge
Showroom — Open 10am to 2pm
Level 6, AETNA Life Tower.
219-227 Elizabeth St., Sydney
P.O. Box 527, Manly, 2095
Phone (02) 267 8548. AH: (02) 94 3280

N.S.W. — FORESTVILLE

FORESTVILLE HOBBIES & TOY CENTRE

Forestville Shopping Centre
Shop 3 Lot 1 Darley Rd.,
Ph. (02) 451 0083

FULLY completed layout with fantastic mountain scenery and lots of details. Four track levels, three hidden train storage tracks. Built for easy transport. Size 4' x 8'. 12mm narrow gauge two rail system. Scale 1:87. Prototype 1 metre narrow gauge Swiss. Rh.B. Operated on 12 volt DC. Rolling stock included. \$1350.00 or n.o. P. Hauri, 183 Kingswood Road, Engadine, 2233, N.S.W.

LIVE STEAM. Collectors item, Astre Gauge 1 Schools Class 4-4-0 in mint condition. Test run only. \$950.00. Bryan Buckland, 6 Winnetka Drive, Lilydale, Vic. 3140 (03) 735 4150.

W.S.M. U.P. F.E.F. 3 loco and tender with KDs painted, as new \$375.00. Rivarossi Big Boy with KDs as new \$120. 14 Fleischman wagons, all with KDs new \$100. Phone (069) 421186 after hours only please.

MECCANO Magazines, 1952 to 1964 in excellent condition, 108 in all. \$1.00 each. R. Daley, Box 109 Albert Park 3206, Vic.

EAMES nickel silver locomotive body kits made for the Aussi Kits order. C35 and D53 (loco only) and C30 class. Realistic offers to Advertiser Box 88, SCR Publications, PO Box 235, Matraville 2036.

BRASS C38's latest run by Dockyard, one black, 1 green painted mint offers around \$400.00; Bergs C36 roundtop painted \$450.00 ono; 30 class tank, 2nd run painted \$325.00 extra weight; BGM HO 'K' class mint \$450.00; HON3 Puffing Billy by Dockyard \$350.00. Offers to C. Heazlewood, 40 Lord St, South Kempsey, NSW.

WANTED

O GAUGE tinplate and diecast models by Hornby, Basset-Lowke, Lionel, Ferris, Robilt. Also Hornby Dublo 2 & 3 rail, Dr. W.L. Baker, PO Box 25, Narrabeen 2101. Ph (02) 913 8422 late evenings.

CODE 125 nickle silver track and rail to restore donated layout. Beaudesert Model Railway Club c/- J. Walker, 51 Tina St., Beaudesert 4285 (075) 412392.

HORNBY — Dublo two and three rail, Hornby Acho, electric and clockwork, engines, rolling stock and accessories made by Meccano. Wanted for exhibition layout. M. Modinar, 4 Tarwin Court, Nth Dandenong. 3175. Ph (03) 795 3646.

COMMERCIAL

HO METAL VR 'BZ' saloon kits; Preformed brass and aluminium basic kits including air tanks, battery boxes, floor and ends. No bogies or couplers. Detailed instruction and drawings. Punched windows. Designed for the scratch-builder. Prices: Aluminium with etched detail \$15.00; Aluminium non etched \$7.00; Brass non etched \$10.00. Posting and packing \$1.00 per kit. Immediate delivery. Cheques payable to: J.A. Graham, 10 Bratsell St., Moorebank, NSW 2170 with order please.

MELBOURNE Tram Sound Effects, a limited re-issue of "Destination City" record album. Produced in co-operation with the M.M.T.B. and Vicrail, this record was first released in 1969. Sounds include tramway square operations — tram and trains with signal box effects. On board PCC 980, X2-676, W3 662, W6 933 and well worn W2 223. Including packing and postage — Album \$8.00 each. Cheques payable to ORMS O GAUGE Models, 10 Underwood Drive, Donvale, 3111.

HO NSWGR/PTC/SRA etched brass kits by 'CRAFTSMAN MODELS', Z13 class loco kit with milled chassis \$120 + \$4.00 pack & post (registered), wheels, gears and motor not included, 44 class detail set, cow catchers (for Lima 2nd series short cowcatcher 44's) mirrors, wipers and staff exchange shields \$6.00. Brake handles and brackets, 14 sets \$6.00. Make cheques payable to R. Pilgrim, 29 Otford Rd., Helensburgh, 2508, SSAE with order please.

N.S.W. — MERRYLANDS

We try our most to stock a host of HO, OO, OO9, TT & N scale equipment. Why not pay us a call and have a browse round or drop us a line for our latest price list. Mail order a pleasure.

ALCE'S HOBBY SHOP
Shop 6, 20 McFarlane St., Merrylands
P.O. Box 257. Ph. (02) 682 3775

N.S.W. — SYDNEY

For the model railroad specialist where the emphasis is on the modeller and his requirements. Regular shipments of specialist lines will arrive early each month.

KEITH HUDSON'S MODELLERS WORLD
75 Goulburn St., Sydney, 2000
Ph. (02) 212 1667

N.S.W. — SYDNEY

Fantastic models shown by enthusiasts. Tremendous range OO, HO & N sets, locos, track and accessories. Mail Orders, Laybys and Bankcard welcome.

THE FANTASTIC MODEL SHOPS
34 Angel Arcade, Ash St., Sydney, 2000

N.S.W. — BANKSTOWN

We stock HO, OO & N gauge model trains, Accessories and Kits.

PUNCHBOWL HOBBY CENTRE
545 Chapel Road, Bankstown.
Ph. (02) 709 5082

N.S.W. — GYMEA

HO and N gauge rolling stock, track, building kits and accessories.

LAY-BY BANKCARD

THE MODEL RAILWAY CENTRE
106 Gymea Bay Road, Gymea
Ph. (02) 524 8855

N.S.W. — CAMPBELLTOWN

TRAINWORLD HOBBIES MARKLIN SPECIALISTS

We sell the following brands — Marklin, Liliput, Fleischmann, Roco, Peco, Vollmer, AMC products, AMRI products, Minirix. (Large range of Marklin spare parts in stock).

PO Box 490, Campbelltown. 2560
Ph. (046) 25 5861 or (046) 25 1745

N.S.W. — BOWRAL

Serving the Southern Highlands.
Carrying a comprehensive range of Locomotives, Rolling Stock & Accessories. Australian outline including TRAX, ProTYPE and Friedmont/MRC.

HIGHLANDS HOBBIES
Shop 1, Wingecarribee St., Bowral, 2576
Ph. (048) 61 2442

N.S.W. — GOULBURN

Wide Range HO/OO & N gauge model railroad rolling stock — track, kits & accessories.
EXPERT REPAIRS — MAIL ORDER/ENQUIRIES WELCOME

M.G.C. HOBBY CORNER
Cnr. Mundy & Auburn Sts., Goulburn
P.O. Box 217, Goulburn, 2580

DIRECTORY

N.S.W. — PENRITH

PENRITH TOY & HOBBY CENTRE

425 High Street, Penrith
Ph. (047) 21 8314

VICTORIA — CROYDON

BRANCH LINE

Your complete Model Railway Hobby Centre
498 Dorset Road, Croydon, Victoria, 3136
Phone (03) 723 1211

Hours:
Opens 10 a.m. Mon.-Fri. 9 a.m. Sat.
Closes 6 p.m. Mon.-Thurs. 9 p.m. Fri. 1 p.m. Sat.

QUEENSLAND — BRISBANE

MARKLIN

MAIL ORDERS

APPLIANCE SERVICE CO.
(F. G. & J. B. Seiler Prop)
9 Gowrie St., Mount Gravatt, Qld. 4122
Ph. (07) 349 7865 or A/hrs (07) 399 6328

N.S.W. — NEWCASTLE

Model Railway Specialists HO, OO & N
Rivarossi, Hornby, Lima, Peco, Kadee, Roundhouse,
Athearn, Mainline, Campbells, Jordan, Calscale, Bachmann,
Trax, Wiking, K&S Brass, Plastruct, Arnold Badger,
Superquick, Merten, Scenic Items and many others. Mail
Order. Authorised Hornby Service Agent — Repairs all
makes.

VIC BARNES CYCLE & MODEL TRAIN CENTRE
213 Lambton Rd., New Lambton, 2305
Ph. (049) 52 1886

VICTORIA — HAMPTON

JOYCA HOBBIES

Specialists in the sale and service of model railway
equipment.

465 Hampton St., Hampton, Vic. 3188
Ph. (03) 598 9768

QUEENSLAND — BRISBANE

RAILWAYS EXCLUSIVELY. Scratchbuilders
parts, Wood shapes, planks, roof sections,
trucks, couplings, wheels. Kits and RTR by
most scale brand names. O — HO — N and
Narrow Gauge in these scales. Roundhouse
spares. Mail Orders Welcome.

AUSTRAL MODEL CRAFT
101 Laura St., Ekibin. Mail to P.O. Box 60
Annerley, 4103. Ph. (07) 392 1484

N.S.W. — GOSFORD

We stock HO, OO and N gauge model trains, ac-
cessories and kits.

CASEYS TOY WORLD
Imperial Centre, Gosford.
Ph. (043) 24 2135

VICTORIA — MELBOURNE

THE RAILFAN SHOP

MODEL RAILWAY SUPPLIES

Trams and Buses — Books, Magazines
Models, Slides, Photographs, Records
NEW AND SECONDHAND

632 Bourke Street, Melbourne
Ph. (03) 67 2480

QUEENSLAND — UNDERWOOD

THE HOBBY WAREHOUSE

30 Kingston Road, Underwood, Qld. 4119
Ph. 341 2662

N.S.W. — DUBBO

Serving the Model Railroad Enthusiast in the West.
Large range of Rivarossi, Hornby, Peco, Kadee,
Prototype, Roundhouse, Friedmont, MRC, Lima,
Wrenn, Hornby, Airfix, Books, Accessories, Tools,
Paints, AMC Products.

MORGANS HOBBIES
59 Boundary Road, Dubbo

VICTORIA — EAST KEW

HOBBYCRAFT

FOR

Model Railways

1351 Burke Rd., East Kew, 3102
Ph. (03) 80 3241

S.A. — GLENELG

Featuring the 20c in-the-slot electronic 'N' gauge
dioramic display that you can drive.
Our HO and N stock includes Hornby, ROCO,
Lima, Peco, Rivarossi, Fleischmann, Arnold
Rapido, Falter, EDA, Zero 1, Tempest, AMRI,
Kalmbach. Open 7 days a week till 7.30pm.

GLENELG TRAINS & TRONICS
71 Moseley Street, Glenelg. 5045
Ph. (08) 294 2450

N.S.W. — WOLLONGONG

BILL WEBB Model Railways

Established 6 years.

MAIL ORDER SPECIALISTS for Continental equip-
ment from Fleischmann, Hag, Brawa, Seuthe
Smoke Generators, Metropolitan, Salota Multi-
Train Control, Fulgurex, Marklin, Vollmer HO and N
Catenary and Locomotion Controllers for DC & AC
Layouts

PO Box 68, Figtree. 2525 Ph. (042) 29 5824

VICTORIA — BOX HILL

THE ENGINE SHED

5 Carrington Road, Box Hill, 3128
Ph. (03) 89 7027

S.A. — WHYALLA

WESTCOAST MODEL SUPPLIES

MAIL ORDER & BANKCARD WELCOME

12 Fisk Street, Whyalla Norrie. 5608
Ph. (086) 45 0679 a.h.

A.C.T. — CANBERRA

Model Railway Specialists — HO — OO — HOn — N Marklin —
Hornby — Zero 1 — Lima — Trax — Airfix — Rivarossi — Roco
— Lilliput — Roundhouse — Athearn — Ratio — Grafar —
Minitrix — Kadee — Peco — Mainline — Model Power —
Superquick — Kibri — Pola — Vaupe — Heljan — Arnold —
Bachmann — H & M — Eda — AMRI — AMC — Falter.
BRASS LOCOS AUSTRALIAN & U.S.A. and more

PETER PAN HOBBY CENTRE
38 Garema Place, Canberra City A.C.T.
Ph (062) 48 7994

VICTORIA — SYNDAL

Hobbyline

264 Blackburn Road, Syndal, 3149
Ph. (03) 233 2398

S.A. — ST. MARYS

Discount model railway specialists, specialising in
ATHEARN

Spare Parts — Locos — Rolling Stock, etc.
Mail Order and Bankcard Welcome.

THE MODEL TRADING POST
1193 South Rd., St. Marys, 5042
Ph. (08) 276 1863

VICTORIA — BRIGHTON

BRITISH TRAIN SUPPLY

For all English 'OO' ready to run models.
Layouts built to order.

125 Thomas Street, East Brighton
Ph. (03) 578 4337

Open to 9.30pm Thursday and Friday
Open to 1.00pm Saturday

QUEENSLAND — BRISBANE

Service, design and manufacturing for the model railway enthusiast. Repairs
and service to all model railway equipment, including engines, controllers and
associated electronic/electrical equipment. Manufacturers of electronic equip-
ment including: Crossing Flasher Units: \$5.70, Points Capacitor Supplies:
\$13.10, Steam and Diesel sound effects units: \$58.00, and several types of
controllers (\$2 p & p on above items, please). RETAIL ENQUIRIES MOST WEL-
COME.

ZILLMERE ELECTRONICS
All enquiries to: 139 Church Rd., Zillmere 4034,
Ph. (07) 265 1961 or (07) 265 1259

S.A. — ADELAIDE

THE MODEL RAILROADING HEADQUARTERS FOR S.A.
SPECIALISING in HO and N scales. Hornby, Lima, Rivarossi,
Bachmann, Model Power, Roundhouse, Athearn, Ratio,
Mainline, Peco, Shinohara, Kadee, Railroad books and
Magazines. Large Scenic Range and Detailing Parts.

BANKCARD — AMERICAN EXPRESS — DINERS
Mail Order & Repair Service
BRIDGLANDS HOBBIES
81 Pirie Street, Adelaide 5000
Ph. (08) 223 3782

VICTORIA — MENTONE

MAINLY 'N'

MiniTrix, Grafar, Roco, Lima, Bachmann, Model
Power, Peco, Pola, etc.
Wide range of accessories in 'N' & 'HO'.

THRIFT PARK TOYS
16 Lr Dandenong Rd., Mentone, 3194
Ph. (03) 93 4282

QUEENSLAND — BRISBANE

BOOKS

The Railway Book Co.
Mapseller and Technical Books
1st Floor, 48 Annerley Rd., Woolloongabba
Ph. (07) 391 6171

W.A. — MT LAWLEY (Perth)

For all model railways
Model planes
Meccano sets, etc
Scalelectric
Plastic kits, etc

STANBRIDGE'S HOBBY SHOP
19 Guildford Rd., Mt. Lawley (at the subway)
Ph. (092) 71 8929



BECAUSE:

1. PECO WERE THE PIONEERS

Peco were the pioneers in the field of plastic based flexible track with brown imitation wood grained sleepers and Code 100 nickel silver rails.

2. PECO'S BROWN SLEEPERS ARE JUST LIKE THE REAL THING

Peco brown sleeper bases are fair imitations of the real thing after a period of normal weathering.

3. PECO'S TRACK BASE IS ONE OF THE POLYETHYLENES

Peco sleeper bases are made from one of the polyethylene group which means that you can push spikes through them. There are no ugly non-prototypical holes as in some other imitation tracks.

4. PECO'S TRACK BASE LASTS FOR MANY YEARS

Peco track bases last for many, many years and do not become brittle and crack up as do some of the cheaper makes of track.

5. PECO STREAMLINE TRACK IS FULLY FLEXIBLE

Peco Streamline Flexible Track is fully flexible WHEN YOU BUY IT. There are no ties to cut, you just bend it.

6. PECO STREAMLINE TRACK CAN BE USED AGAIN & AGAIN & AGAIN

Peco Streamline Flexible Track can be taken up and relaid again and again. Its first use is not its last use.

7. PECO STREAMLINE TRACK HAS A RANGE OF MATCHING POINTS

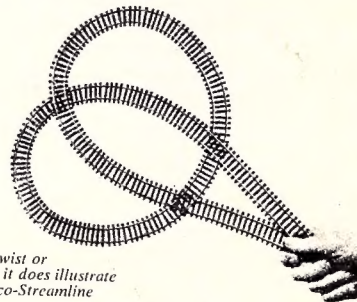
Peco Streamline Flexible Track has a matching range of points that look just like the prototype and give the layout a look of having been laid by the same hands.

***There are many imitators, some cheaper,
but we've seen none better***

ASK YOUR DEALER TO SHOW YOU THE PECO CATALOGUE AND THE WIDE RANGE OF PECO QUALITY PRODUCTS IN GAUGES 1, 0, HO/OO, N, Z AND SOME NARROW GAUGES, COMPARE THE QUALITY, AND SEE

for yourself!

You do not of course need to twist or screw track into this shape, but it does illustrate just how strong and flexible Peco-Streamline really is!



PECO IS A NAME YOU CAN TRUST TO INVARIABLY REPRESENT QUALITY

FROM GOOD HOBBY SHOPS EVERYWHERE



***Distributed by us
throughout Australia***

**AUSTRALIAN MODEL CRAFT Co.
P.O. Box 118, ALBURY, N.S.W. 2640
Phone (060) 21 2473**